NATIONAL RAILROAD PASSENGER CORPORATION



NORTHEAST CORRIDOR EMPLOYEE TIMETABLE NO. 1

Effective 12:01 AM, Eastern Standard Time Monday, May 5, 2025

Most Recent General Order: No. 102, Effective Monday, May 5, 2025

REVISION BULLETIN

MAIN LINE - NEW HAVEN TO BOSTON (NHB)

1-B2 \"Metro-North Railroad General Orders and Bulletin Orders\" is deleted. Metro-North Railroad (MNR) rules apply on Metro-North owned tracks (New Haven Terminal is MNR property). 1-B3 \"Southampton St. Yard: Southampton St. Yard Bulletin / Operating Instructions – Southampton St. Yard\" is now 1-B2. 98-B2 \"Control Of Yard Tracks\" is deleted. Metro-North Railroad (MNR) rules apply on Metro-North owned tracks (New Haven CDOT Shop - Car Shop and Locomotive Servicing Tracks is MNR property). 99-B1 \"East Lyme Yard MP 115.7\" is deleted. 714-B1 \"Adjacent Foreign Railroad Contact Information-Emergency Communications\" is relocated to 714-S1.
Note 4: All movements in New Haven Yard, except in Parcel G, must use MN radio channel 062-062 is deleted. All notes have been renumbered.
Fitter Interlocking is in service at MP 97.8 and is remotely controlled by the Shoreline Train Dispatcher as indicated in SI 900-B1. Note 9 is added, the 13A switch at Fitter is equipped with a spring frog.
Note 5: Remotely controlled by Dorchester TD on weekends, beginning 11:00 PM Friday, until 11:00 PM Sunday is deleted. All notes have been renumbered.
Note 5 deleted. 900-B1 applies.

240-B1. SIGNAL RULES and CURRENT OF TRAFFIC

Gauntlet track is now Note 4
Note 10 is deleted. Tracks not designated as Main Tracks in this instruction are defined as \"other than main tracks\" by Rule 98.
Stony & Davisville is now Note 8.
Davisville & Malcom is now Note 5
Cranston & Atwells Note 12 is deletd. Tracks not designated as Main Tracks in this instruction are defined as \"other than main tracks\" by Rule 98.
Atwells & Hebronville is now note 3,6,7,10
Transfer & Cove is now Note 9
Cove & Tower 1 Note 11 is deleted. Tracks not designated as Main Tracks in this instruction are defined as \"other than main tracks\" by Rule 98.
Note 7: Atwells is changed to West Limits of Atwells
Note 10 is new. No. Trk 7 begins at the West Limits of Atwells (Eastbound Homeboard)

37-B1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

45 MPH for No. 2 Trk Train Type “A” is added.
East Limits Atwells changed to \"West Limits Atwells\"
Atwells & Orms changed to \"West Limits Atwells\"
East Limits Atwells changed to \"West Limits Atwells\"
Atwells & Orms changed to \"West Limits Atwells\"

37-B3. MAXIMUM SPEEDS-OTHER TRACKS

Groton Base is now Midway Yard for tracks 3,5,7 and speed is 5 MPH
Mystic River Yard is new
Providence MOW Yard is new

F-B1. TUNNEL/WALL EMERGENCY EXITS

226.04 is out of service.

16-B1. BLUE SIGNAL PROTECTION: BOSTON SOUTH STATION TRACK 1 THROUGH 13

The responsibilities of the WIC and PSCC Train Dispatcher are updated.

34-B1. TRAIN APPROACH MESSAGE SYSTEM (TAMS)

Track 1 South Attleboro is new.

41-B3. NEW LONDON STATION – NO. 6 TRACK

41-B3 is new. No Freight movement is permitted on Track 6 at New London Station.

98-B1. NEW HAVEN: PARCEL G

98-B1 is modified. The requirement to contact the Operations Clerk has been removed. \"A Trainman, as designated by the Conductor\" has been changed to \"A Certified Conductor\" to reflect CFR 242.

104-B1. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

MP 97.5 No. 1 Trk to Chesebrough Warehouse has been removed. Chesebrough Warehouse in now interlocked at Fitter Int.

138-B1. PUBLIC CROSSINGS AT GRADE

The Notes are replaced in their entirety.

37-D2. MAXIMUM SPEEDS-OTHER TRACKS

Drop Table S&I Track 7 is new.
11/09/24
37-D2 the table is modified. Speeds over the Drop Table & Wheel Machine are added.
Wheel Machine S&I Track 3 is new.

98-D1. CONTROL OF YARD TRACKS

98-D1 is modified. Radio Channel, Track Designations are added. Yardmaster is removed.

706-D1. RADIO CHANNELS

706-D1 “DTMF Radio Switch Operation” is modified & included in “Movements on Amtrak Runner”.

MAIN LINE-MILL RIVER TO SPRINGFIELD (MRS)

714-M1 \"Adjacent Foreign Railroad Contact Information-Emergency Communications\" is relocated to 714-S4.

37-M3. MAXIMUM SPEEDS - OTHER TRACKS

Cedar Hill Yard is new.
Meridian Yard is new.
Road Railer is new.

A-M1. AMTRAK CREWS WYEING EQUIPMENT AT SPRINGFIELD

A-M1 is replaced in its entirety. Amtrak T&E crews wyeing their trains must follow this instruction and not exceed 5 MPH on all Berkshire and Eastern (B&E) tracks north of the diamond.

MAIN LINE-HAROLD TO CP 216 (NYS)

714-H1 \"Adjacent Foreign Railroad Contact Information-Emergency Communications\" is relocated to 714-S4.

72-H1. TRAIN INSPECTION DETECTORS

72-H1 is modified. The detector type is changed from HBD to a RA HB/DED.

43-U1. CLOSE CLEARANCE

MP. 1.4 \"No. 1 & 2\" \"West side of No. 2, East side of No. 1 (construction) added.

104-U1. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

MP 159.7 is deleted.

132-U1. TRACKS AND SWITCHES OUT OF SERVICE

MP 1.2 Tail Track is new.

NEW YORK TERMINAL DISTRICT (NYT)

98-T2 \"Sunnyside yard HSR procedures\" is deleted and is incorporated into 98-T3 \"control of yard tracks\" & 104-T2 \"derail distance markers\" 108-T1 \"Fouling Point - Sunnyside yard switches\" is deleted. All electric, dual-mode, and high-speed trainsets are equipped with a parking brake feature within

the cab of the locomotive. 241-T1 \"F Interlocking - 712E signal\" is deleted. The signal is working as intended at F Interlocking (712E).
Harold: LIRR Connecting Running Track deleted.

37-T1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

WX Track deleted.
WX Track deleted.

16-T1. BLUE SIGNAL PROTECTION: NEW YORK PENN STATION TRACKS 5 THROUGH 21

Replaced in its entirety. The responsibilities of the WIC and PSCC Train Dispatcher are updated.

16-T2. BLUE SIGNAL PROTECTION: SUNNYSIDE YARD

New and supplemental to the application and removal of Blue Signal Protection.

47-T1. TRACKS EQUIPPED FOR DC ELECTRICAL OPERATIONS

WX Track is deleted

98-T3. CONTROL OF YARD TRACKS AND TRACK DESIGNATION

Modified to show the track designation column.

104-T2. DERAIL DISTANCE MARKER- SUNNYSIDE YARD TRACKS

Replaced in its entirety. The painted red stripe distance in feet is defined.

132-T2. BENCH WALL INSPECTION PROCEDURES

Train crews must report any potential contact between equipment and tunnel bench walls.

132-T3. WORKING LIMITS FOR FOUL TIME OR TRACK OUT OF SERVICE.

Working Limits for Foul Time or Tracks OOS must be requested signal to signal or interlocking to interlocking.

940-T1. / 950-T1. CREWS IN YARD AND YARD-RELAY SERVICE - NEW YORK TERMINAL DISTRICT

Replaced in its entirety. Crews in yard service at Penn Station & SSYD must sign the employee register.

MAIN LINE - NEW YORK TO PHILADELPHIA (NYP)

714-N1. \"Adjacent Foreign Railroad Contact Information-Emergency Communications\" is deleted and relocated to 714-S4.

240-N1. SIGNAL RULES and CURRENT OF TRAFFIC

Bergen & Hudson note 7, 8 are added
Allied & Portal Note 7,8 is added.
Erie & Lack Note 7, 8 added.
Hudson & Rea Note 7, 8 added.
County & Delco Note 7, 8 added.
Note 7 is modified to include “Interlocking rules do not apply to specialized MOW equipment operating under 803-S1 (except for No. 1 trk between Hudson and Rea)
Note 8 is added “Reverse movements within 562/Int must be made in accordance with 562 rules.”

37-N1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Track A between Lack & Portal Train Type \"B\" 60 MPH is now 70 MPH
NY MP 7.7 & Hudson Int Train Type \"A\" & \"B\" speeds: Track Nos. 2-3 = 60 MPH
Hudson Int & Rea Int Train Type \"A\" & \"B\" speeds: Track Nos. 1-2-3 = 45 MPH, 60 MPH, 60 MPH
Rea Int & JC MP 7.8 Train Type \"A\" & \"B\" speeds: Track Nos. 1-2-3 = 35 MPH, 60 MPH, 60 MPH
MP 54 is now CP Clark

37-N4. MAXIMUM SPEEDS, OTHER TRACKS

“Hunter, Adams, Morris” are added.

132-N2. BENCH WALL INSPECTION PROCEDURES

Train crews must report any potential contact between equipment and tunnel bench walls.

MAIN LINE PHILADELPHIA TO WASHINGTON (PW)

714-P1 \"Adjacent Foreign Railroad Contact Information-Emergency Communications\" is relocated to SI 714-S4. 34-P6 is deleted in its entirety. An instruction has been added in the MARC T&E OPS Notice for train spotting instructions on No. 8 Track.
Landlith Note 24 is added.
Point Int Note 17 added.
Landover 12.9.0 is now 129.0
Landover Note 23 is added.
Note 15 is modified. 1-4 Race & Race St. Eng. House are designated as locomotive servicing track area and engine house foreman in charge must be contacted. Car shop 1&2 are designated as car shop repair tracks.
Note 16 is modified. Trks between the fixed derail on the Back-Shop Lead Track and the fixed derail on the Transfer Track at the northeast corner of Bldg. 12 are designated as a Locomotive Servicing Track Area.
Note 24 is new. O Track designations added.

240-P1. SIGNAL RULES and CURRENT OF TRAFFIC

ACSES/I-ETMS rules are in effect for movements in both directions between Phil Inclusive to CP Avenue. F trackis now 8 track.

37-P1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

South portals Union Tunnels & South Limits is now Paul Int. All routes to/from: Nos 6 & 7 Trks is now All Tracks. All Routes to/from: Nos. 1, 3, 4 & F Trks is deleted. North Limits Charles is added. Track 8 is added, F track is deleted.
Bridge & MP 100. Track A: C type: 75, D type: 70
First Cv south of Bridge. Track A: B type: 50MPH, C type: 45MPH, D type: 40MPH
09/0
First Cv north of Frederick Road. Track A: B type: 80MPH, C type: \"...\", D type: \"...\"
First Cv south of Frederick Road: C type = \"...\"
First Cv south of Frederick Road: Track A: B type = 80 MPH, C type = \"...\"
Track A: D type = 90 MPH
First Cv South of MP 101. Track A: A type = \"...\", B type = 100 MPH, C type = 100 MPH, D type = \"...\"
First Cv North of Halethorpe: All train type = \"...\"
First Cv North of Halethorpe. Track A: Train type A = \"...\", Train type B = 90 MPH, Train type C = 90 MPH, Train type D = \"...\"
Landover is now MP 129 Carroll & Burgos is removed. It is now Carroll and MP 129 & Burgos Int.
09/07/24
Carroll & MP 129 Train type A = No. 3 track: 125, No. 2 track: 125
09/07/24
Carroll & MP 129 Train type B = No. 3 track: 110, No. 2 track: 110
09/07/24
Carroll & MP 129: Train type D: No. 2 Track: 90 MPH
Burgos Int is new
Burgos & MP 133 is now MP 129 & MP 133
09/07/24
Paul & Charles Int routing speeds modified.
First Cv south of Bridge: Trk A deleted for Train Type E.
09/07/24
Bridge & MP 100. A track is now 45 MPH- Train Type E
09/07/24

MP 101 & Winans. A track is now 50 MPH- Train Type E.

16-P1. BLUE SIGNAL PROTECTION: BALTIMORE FIXED BLUE SIGNAL LIGHTS

3-8 Tracks is added. The process of display of fixed overhead blue signal lights is added. \"Fixed Blue Signal Lights\" added to title.

16-P2. BLUE SIGNAL PROTECTION: BALTIMORE

16-P2 is new and is supplemental to the application and removal of Blue Signal Protection. All mechanical employees must follow the procedures for establishing and removing Blue Signal Protection established in Amtrak Special Instructions.

37-P4. MAXIMUM SPEEDS, OTHER TRACKS

“Perryville, Keickheffer” added.

40-P1. ENGINE AND EQUIPMENT RESTRICTIONS

\"2 Berry\" is removed.
Penn Coach Yard all tracks North and South of road crossing is updated to reflect “5” and “4”. All other tracks in Penn Coach Yard have no restrictions.
Grace & Oak is now Grace & Bush.
Grace & Bush Note 4 is now 7
Baltimore Station: F track is now 8 track

43-P1. CLOSE CLEARANCE - EMPLOYEES

Baltimore Station: F track is now 8 track.

551-P1. TESTING SECTIONS

Baltimore: F track is now 8 track.

WASHINGTON TERMINAL (WT)

I-W1 \"reporting fires\" is deleted. NORAC rule I applies. 1-W1 is deleted. The daily issuance of the Washington Terminal Yard Bulletin has been removed. The Washington Yard Bulletin will be issued as needed. Employees operating in and out of the Washington Terminal Main Track(s) must carry the TSRB issued by the Wilmington Movement Office. 1-W2 is deleted. Employees operating in and out of the Washington Terminal Main Track(s) must carry the TSRB issued by the Wilmington Movement Office. 34-W3 \"Union Station-Track 16\" has been deleted. 36-W1 \"Amfleet Cars\" is deleted. 36-W2 \"Road Engine Crews\" is deleted. 36-W4 \"Initial terminal Brake Test\" is deleted. The procedures of AMT-3 3.8.4 apply. 36-W8 \"Station Tracks-Washington Terminal\" is deleted. 47-W3 \"Electrical Operation: Employees\" is deleted. Applicable Electrical Operation instructions are contained within AMT-2. 104-W2 \"IVY CITY SWITCHRITE SWITCH INDICATOR\" is deleted. Switchrite Reflective Indication Devices are being permanently removed. 714-W1 \"Adjacent Foreign Railroad Contact Information-Emergency Communications\" is relocated to 714-S4.

240-W1. SIGNAL RULES and TRACK DESIGNATIONS

12/14/24
Locomotives must be equipped with operable ACSES/I-ETMS between Signal Bridge “J” to the northern limits of “C” Interlocking.

37-W1. MAXIMUM SPEEDS - WASHINGTON TERMINAL

Track 40 Maximum Authorized Speed is now 45 MPH.
Track 22 is added.
“C” Track” is added.
Engine Servicing Car Shop Repair: Tracks specified in SI 16-W3 is now \"All Tracks\"

F-W1. FIRST STREET TUNNEL

Radio channel information is relocated to 706-W1.

R-W1. MEDICAL SERVICES

Rule shortened and clarified \"if emergency conditions exist\".

1-W3. WASHINGTON COACH YARD AND IVY CITY MAINTENANCE FACILITY: WASHINGTON YARD BULLETIN / OPERATING INSTRUCTIONS – WASHINGTON YARD

New instruction. Yard Bulletins for Washington Yard are added.

16-W1. BLUE SIGNAL PROTECTION - WASHINGTON TERMINAL FIXED BLUE SIGNAL LIGHTS

Rule is retitled \"Washington Terminal Fixed Blue Signal Lights\"
The pylon remote controlled blue signal lights are part of a pilot program for Washington Union Terminal.

16-W2. BLUE SIGNAL PROTECTION - IVY CITY MAINTENANCE FACILITY

WIC responsibilites added.

16-W3. BLUE SIGNAL DERAILS

Maximum speed for all tracks is Restricted Speed not exceeding 5 MPH (37-W1 applies).

16-W4. BLUE SIGNAL PROTECTION: WASHINGTON TERMINAL

16-W4 is replaced in its entirety. The Mechanical employees' section has been modified to define the Worker-in-Charge (WIC)'s job responsibilities on establishing Blue Signal Protection.

34-W1. WASHINGTON TERMINAL TRAIN STOP LOCATIONS

34-W1 is replaced in its entirety. A table has been revised and shortened to enhance compliance with stopping locations at Washington Terminal.

34-W2. VIRGINIA RAILWAY EXPRESS

Rule is shortened and clarified for VRE trains at WT and Ivy City Yard.

34-W5. UNION STATION - TRACKS 39&40

34-W5 is new & relocated from 34-W1.

36-W7. HST TRAINWASH FACILITY-TRACK 52

No diesel equipment is permitted to operate through the HST trainwash.

36-W10. SECURING EQUIPMENT

NORAC and AMT-3 apply. Lite Engines is deleted. Catenary power outages is deleted. Union Station is modified: On Station Tracks, chocks and handbrakes are required on car(s) left standing unattended in accordance with AMT-3, Rule 2.14. Equipment other than HST's is deleted.

40-W1. ENGINE AND EQUIPMENT RESTRICTIONS

Track 22 is added.

47-W2. IVY CITY MAINTENANCE FACILITY

Tracks 7 & 8 are added for AC Electrical Operations
SI 47-A1 remains applicable at HSR facilities.
Electrical Operation Procedures for the S&I Building are added. Signs have been installed on the North and South entrances to the S&I Building with a requirement to contact the Mechanical Foreman for Buffer Status and permission to proceed.
Door Catenary Buffer Zone and Catenary Status Indicator Lights are added.

91-W1. CALLING SIGNALS IN WASHINGTON TERMINAL

91-W1 is replaced in its entirety. It does not supersede the requirements of NORAC operating rules and SI 116-S1 for shoving/backing requirements. Road Operations Employees located in the operating cab must announce each signal name

98-W3. CONTROL OF YARD TRACKS

Trk 19 is added.
All Other Ivy City Maintenance Facility Trks: \"except Trk 19 (Track 19 is not a shop track)\" is deleted.

594-W1. ENTERING PTC TRACK

594-W1 is new. Trains entering, I-ETMS territory must initialize I-ETMS and select track at the locations identified.

MAIN LINE - PHILADELPHIA TO HARRISBURG (PH)

714-G1. ADJACENT FOREIGN RAILROAD CONTACT INFORMATION EMERGENCY COMMUNICATIONS is relocated to 714-S4.
Thorn is modified from MP 35.0 to 35.1
Caln: Coatesville Station Bypass & Note 18 are new
Note 18 is new.

240-G1. SIGNAL RULES and CURRENT OF TRAFFIC

ACSES/I-ETMS rules are in effect for movements in both directions between Glenn and State.

36-G1. MP 62.0 and MP 74.0

36-G1 is modified due to ongoing construction between MP 62.0 and MP 74.0 in both directions.

104-G2. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

M&H Railroad MP 95.2 has been deleted.
Note 4 is added.
MP 39.3 Coatsville Bypass & Notes 1 and 4 added.
The Coatesville Bypass switch is located on Track 4 not Track 2.
Note 3 is added.
Note 3 is added.
Note 3 is added.
Note 3 is added.
Notes 2 and 3 are added.
Note 3 is added.
The Tail Track Switch at MP 66.8 is now an electric lock derail. Note 2 is deleted. Notes 3 and 4 are added
Note 3 is added.
Note 3 is added.
Note 3 is added.
Note 3 is added.
Note 3 is added.
Note 3 is added.
Note 3 is added.
Note 3 is added.
Note 3 is added.
Note 3 is added.
Note 3 is added.
Notes 2 and 3 are added.
Notes 3 and 4 are added.
Note 2 is deleted.
Note 2 is modified from \"Electric lock switch on No. 1 Trk must be reversed before operation of hand-operated derail on Tail Trk\" to \"Switches each equipped with electric lock. Switch locks must be removed from both switches before either is operated. After movement is completed, both switches must be restored to normal position before inserting switch lock at switch.\"

133-G1. PROTECTION OF OUT-OF-SERVICE TRACKS

No.1 track is now associated with Undercutter and TLM.

940-G2. CONDUCTORS & ASSISTANT CONDUCTORS – RESPONSIBILITIES INVOLVING EXTERIOR DOOR OPERATION

940-G2 is new and is supplemental to SI 34-S8 and SI 940-S1.

SYSTEM SPECIAL INSTRUCTIONS

SI 36-S2 \"Restricted Speed Operational Test\" is deleted. SI 36-S3 \"Main Tracks\" is deleted. Fusee rules apply per NORAC to Main Tracks. SI 36-S4 is now SI 36-S2. SI 36-S5 is now SI 36-S3. SI 36-S6 is now SI 36-S4. SI 36-S7 is now SI 36-S5. SI 36-S8 is now SI 36-S6. SI 36-S9 is now SI 36-S7. SI 133-S7 \"C&S Signal Testing on Tracks Out of Service by Form D Line 4\" is deleted in its entirety and relocated to 133-S4. SI 133-S8 \"Working Limits – Position of Main Track Hand Operated Switches\" is deleted in its entirety and relocated to 133-S4. SI 140-S2 \"Foul Time\" is deleted in its entirety and relocated to 140-S1. SI 940-S4 \"Conductor Certification\" is deleted in its entirety and relocated to the Service Standards Manual, Chapter 6. SI 41-S14 \"Amtrak Express Mail Cars\" is deleted in its entirety. This equipment type is retired. If employees encounter this equipment, be governed by 37-S10. SI 45-S2 \"Hazarrdous Materials Refrence\" is deleted in its entierly and relocated to 119-S1. SI 279-S2 \"Cab Signal Aspects & Display Units\" is deleted in its entirety.

A-S4. BOOKS IN EFFECT

NORAC 12th edition in effect.
Electrical Operating Instructions (AMT-2), revised and reissued April 7, 2025
Employee Safety Rules effective July 1, 2024.

C-S4. PHYSICAL CHARACTERISTICS QUALIFICATION/PROMOTION CONDUCTORS AND ENGINEERS

SI C-S4 2, 3 is revised. Territory qualification for Engineers, T&E Crews in Qualification Status “Retaining Qualification for Engineers” is removed and relocated to the “Engineer Ride Evaluation and Student Engineer on The Job Training Policy”. This document is located under the Comply365 System General Road Foreman’s Office collection > Documents.

1-S5. EMPLOYEE REGISTERS

Employees reporting for duty must ensure their books and bulletins are up to date and sign the Employee Register.

4-S1. JOB BRIEFING

No passengers are allowed to detrain during the securement test.
CDOT Yard Crews signup at CDOT Maintenance Facility. CDOT Road Crews signup with Amtrak Road Crews. Ticket Receiver Office changed to Motor Storage Office.

34-S10. M-8 MU ELECTRIC CAR OPERATIONS

M-8 MU Electric Equipment is exempt from carrying fusees.
Electric Cars Additional Pre-Departure Inspections is deleted. Amtrak has modified the infrastructure to allow M8 cars to be operated with 3rd rail shoes installed.

37-S5. ENGINES & EQUIPMENT: MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED; DIMENSIONS

HHP-8c is deleted & relocated to \"Cars\"
CSO/NECR. 437 deleted, note C added.
09/07/24
CSO/NECR. Note C added
CSO/NECR. Note A is added.
NECR 2151, 2048 are added.
CSO/NECR. 437 is added. Note K is removed. Note C is added.
CSO/NECR. Note A is added.
CSO/NECR. 3405, 721 are deleted.
CSO/NECR. 2021, 3040, 3840 are deleted. Note C is added.
CSO/NECR. LTEX 1413,1417, 1453 are deleted.
CSO/NECR. Notes K, C are deleted. Note A added.
CSO 3901, OHCR 8530 Notes K, C are deleted. Note A added.
BERX Engines 3027, 7489, 7517, 7518, 7523, 7528, 7535, 7541, 7635 are added.
NS. 4000 -4799, 4800-4999 added.
P&W. 2216 deleted.

P& W. -3909 is now -3910
P&W. Note C is added.
P&W. Note C is deleted. Note K is added.
P&W. 4069 is added.
SEPTA. 90-94 is added.
All CSX & NS Engines Prohibited as Follows: Baltimore F track is now 8 track.
AMTK HHPc 9750-9757 are added.
AMTRAK: P42c 9700-9727 are added.
Amtrak: High Speed Trainset (HST) Cars 2000-2039 (power cars), 3200-3219, 3300-3319, 3400-3419, 3500-3559, and Instrumented Car 10003 = Train Type \"A\"
AMTRAK FREIGHT AND MW EQUIPMENT A18009, A18007, A18008, A18010, A18011, A18012 are added.
Herzog Air Dump Ballast Hoppers are deleted. This equipment type was rented and returned to Herzog.
MARC: Train type is now \"C\"

41-S8. SWITCH EXCHANGE SYSTEM CARS

A18009, A18007, A18008, A18011 are added.

47-S2. TRACKS EQUIPPED FOR AC ELECTRICAL OPERATION

The \"Tracks equipped and not equipped for AC electrical operations\" has been modified into a table.
PH Line: modified the requirement to contact the Power Director at Harrisburg to CETC at Wilmington.
EXCEPT: PH Line: Electric lock switch at MP 39.27 to Caln Interlocking (Coatesville Station Bypass) is added.

72-S8. WHEEL IMPACT DETECTORS

Wheel Impact Detectors is replaced in its entirety with Alerts 1-2.

116-S1. SHOVING OR BACKING MOVEMENTS

\"The engineer must verbally acknowledge radio instructions by repeating the distance communicated when more than four cars\" is added.

131-S1. PROTECTING WORK LOCATIONS: CONDUCTOR/FLAGMEN RESPONSIBILITY

SI 131-S1 is revised. Applicable to NEC system operations added. Flagging assignment is removed. RWIC definition is strikethrough (NORAC definitions apply) Conductor Flagman Role and Job Assignments is updated. Equipment Brake test is struck-through (employees must follow proper brake tests based off equipment type) Point Conductor tasks are modified, clarity on tasks, and table is updated.

133-S1. PROTECTION OF OUT-OF-SERVICE TRACKS

\"TOL at both ends of the work area\"
\"when the out-of-service is solely for walking inspections\"

133-S2. ADDRESSES

Rule is renamed and replaced.

133-S3. ESTABLISHING OUT-OF-SERVICE LIMITS

Renamed and replaced.

133-S4. OPERATION WITHIN OUT-OF-SERVICE LIMITS

Rule is renamed and replaced.
Track Car Operation Within Out-of-Service Limits is added.

133-S5. ADDITIONAL EMPLOYEES AND EQUIPMENT ENTERING OUT-OF-SERVICE LIMITS

Renamed and replaced.

133-S6. ROADWAY WORKER IN CHARGE GOING OFF DUTY

Rule is renamed and replaced. “Removing A Track from Service: Form D Address” instructions are unchanged and relocated to 133-S2.

139-S2. SECUREMENT OF ROADWAY MAINTENANCE MACHINES (RMMS) WITH MOVEABLE PARTS

This instruction is new and is to be used in accordance with Amtrak RWP rule 336. It is specific to training associated with rule 355, part C.

140-S1. FOUL TIME

Replaced in its entirety.

165-S1. FORM D INQUIRY AND DELIVERY PROCEDURES

New York TOC. Metro-North RTC District E & note 12 removed.

175-S2. “60 MPH SLOW BY” SPEED RESTRICTION

Replaced in its entirety. Maximum Speed, Equipment type, Other Large-Scale Work, Issuance, Flags, and Train Director responsibilities are all revised.

242-S1. IMPERFECTLY DISPLAYED SIGNALS

Upon completion and submission of the form(s) within the Comply365 application, the form(s) will automatically be forwarded to the Amtrak C&S Trouble Desk.

580-S4 TRAINS EQUIPPED WITH OPERATIVE PTC-CALLING SIGNALS

New rule. A qualified employee within the operating cab (not over the radio) must announce the name of the next governing signal.

583-S1. SECURE POSITIVE TRAIN STOP RELEASE (SPTSR) KEYPAD

Effective territory has been expanded to include the entirety of Amtrak controlled ACSES territory. The Secure Positive Train Stop Release (SPTSR) Keypad is a safety overlay added to Amtrak’s ACSES PTC program.

592-S1. TRAINS EQUIPPED WITH I-ETMS APPARARTUS

MARC 454 added.
MARC 455 added.
04/29/24
MARC 589 added.

594-S1. I-ETMS OPERATIONS

\"The use of the “select direction” soft key is prohibited until further notice\"

714-S1. TELEPHONE NUMBERS-DISPATCHERS, OPERATORS, ETC.

New telephone number for Boston Power Director.
Secondary telephone number for New Haven Operations Clerk.
Groton/Thames and Shaws Cove Bridge Operators is new.

716-S1. USE OF TELEPHONES FOR EMPLOYEES INVOLVED IN MAIN TRACK AUTHORITIES AND MANDATORY DIRECTIVES

Replaced in its entirety. Radios must be the primary means of communication

716-S4. MOBILE DOCUMENT COMPLIANCE SYSTEM (MDCS)

Employees must comply with all new content, prior to proceeding with operational activities, Device sharing is added.

803-S1. OPERATION OF SPECIALIZED MW EQUIPMENT

Maximum Speed of Equipment: NHB line restriction is removed.

815-S6. MAXIMUM SPEED EXCEPTIONS

SI 815-S6 is new. “Rail Heaters” is added to “Specialized Equipment is not required to be stopped while being passed by a train on an adjacent track”

940-S3. WORK, WIRE, AND WRECK TRAIN CONDUCTORS

Rule revised. Conductors must contact the Assistant Chief Train Dispatcher to report their time on/off duty.

954-S2. MECHANICAL HEAVY EQUIPMENT OPERATORS (HEO)/LARGE EQUIPMENT OPERATORS (LEO)/GROUND PERSON (GP)

Mechanical HEO/LEO/GP procedures are new.

72-A4. HHP-8/HHPc NPCU & LOCOMOTIVE: ON-BOARD HOT BEARING DETECTION SYSTEM

"HHPc" NPCU's are included.

PC CHANGES - GENERAL ORDER NO. 101

11/04/24
PC Changes - General Order No. 101 contains PC changes from the previous General Order No. 1002.

PC CHANGES - GENERAL ORDER NO. 102

PC Changes - General Order No. 102 contains PC changes from the previous General Order No. 101.

MAIN LINE - NEW HAVEN TO BOSTON (NHB)

PC: Fitter Interlocking is new. New switches, signals, derails, and a track chart are added at Fitter Int.

MAIN LINE - MILL RIVER TO SPRINGFIELD (MRS)

PC: Spring Interlocking is new.

MAIN LINE - HAROLD TO CP 216 (NYS)

08/12/24
PC: MP. 9.5 is new.

NEW YORK TERMINAL (NYT)

PC: Harold Interlocking is new.
PC: Signals – Q Switching Center #57 SW is new.
PC: F Interlocking is new.

MAIN LINE - NEW YORK TO PHILADELPHIA (NYP)

Locomotive engineers must report any anomalies associated with cab signals.

MAIN LINE - PHILADELPHIA TO WASHINGTON (PW)

PC: Baltimore Station Track Designation is new.
Baltimore Station Platform No. 5 is new.
PC: Signals – Sellers Ave Bridge is new.

MAIN LINE - PHILADELPHIA TO HARRISBURG (PH)

Lancaster No 1 station platform is new.
PC: Thorn is new
PC: Zoo Int Signal Relocation
PC: State Interlocking – 8 Track is new
PC: Caln Interlocking is new.
PC: Parkesburg Storage Track MP 43.91 is new.
PC: Park Int is new

MAIN LINE - NEW HAVEN TO BOSTON (NHB)

02/03/25
A fence is installed on the platform on No. 1 Track.
11/24/24
The low-level wooden platforms across Track 1 through Track 3 at Attleboro Station are out-of-service until further notice. The high-level platform is in service.
05/20/24
PC: South Attleboro Station - Station Platforms Out of Service is new.
10/03/22

PC: Ruggles Street Station - Station Platform Out of Service is new.
11/06/23
PC: Temporary Construction Crossing MP 228 is new.

MAIN LINE - MILL RIVER TO SPRINGFIELD (MRS)

06/26/23
PC: Construction Crossings at MP 48.8 and MP 60.1 is new.

MAIN LINE - HAROLD TO CP 216 (NYS)

07/01/24
PC: Temporary Construction Crossings for IMCS Use is new.

NEW YORK TERMINAL DISTRICT (NYT)

11/01/24
PC: Tracks out of Service (Kelly Tracks) is new.
09/25/17
1A Track is Out of Service is new.
06/19/23
Station Platform No. 1 is new.
03/28/18
Station Platform No. 3 – 5 & 6 Tracks is new.
02/25/19
Station Platform No. 4 – 7 Track is new.
04/22/22
Station Platform No. 4 – 7 & 8 Tracks is new.
04/22/22
Station Platform No. 7 – 14 Track is new.

MAIN LINE - NEW YORK TO PHILADELPHIA (NYP)

01/11/25
Tracks OOS Ham to Midway - Effective 5:00 AM, Saturday, January 11, 2025, until 5:00 AM, Monday, March 11, 2025
09/23/24
PC: Newark Penn Station Platforms Out of Service is new.
01/11/25
Hamilton Station - Effective 5:00 AM, Saturday, January 11, 2025, until 5:00 AM, Monday, March 11, 2025
01/11/25
Princeton Jct - Effective 5:00 AM, Saturday, January 11, 2025, until 5:00 AM, Monday, March 11, 2025
10/18/22
PC: Barracks Yard – Switch Out of Service is new.
03/10/23
PC: North Elizabeth Station Platforms Out of Service is new.
09/10/24
PC: Edison Station Platforms Out of Service is new.
09/17/24
PC: Trenton Station- Station Platforms Out of Service is new.
06/11/21
PC: North Philadelphia Station Platforms Out of Service is new.
01/16/24
PC: Princeton Junction Station: Clear 100 Cab Signal is new.

MAIN LINE - PHILADELPHIA TO WASHINGTON (PW)

01/06/25
30th Street Station Tracks 3 and 4 are removed from service between signals.
01/06/25

30th Street Station Platform 2 is out of service.
03/08/23
Platform 2 is new.
08/05/24
Platform 3 is new.
08/05/24
Platform 4 is new.
04/24/23
PC: New Carrollton Station Platforms Out of Service is new.
03/09/20
PC: Prince Interlocking – MP 57.3 is new.

WASHINGTON TERMINAL (WT)

10/28/24
PC: Track 22 has been removed.
08/22/16
West Storage Lead Track is new.
01/12/23
No. 10 & 11 Tracks is new.
11/07/24
PC: 15 Track Platform Out of Service
11/07/24
PC: 16 Track Platform Out of Service
05/24/21
No. 17 Track Platform is out of service.
11/08/24
No. 22 Track platform is out of service.
07/27/20
No. 26 Track is new.

MAIN LINE - PHILADELPHIA TO HARRISBURG (PH)

01/06/25
No. 2 Track is out of service between Cork and Conestoga
07/01/24
PC: Saint David's Station Platform Out of Service is new.
01/06/25
No. 2, 7 Track is out of service in its entirety.
09/02/24
PC: Harrisburg Station Platforms Out of Service is new.
06/16/24
PC: Overbrook Station Platforms – MP 5.4 is new.
01/10/22
PC: Overbrook Station Platforms – MP 5.4 is new.

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DEPARTMENT INFORMATION

GERHARD WILLIAMS

EVP Service Delivery & Operations

JARRETT E. ALSTON

VP Transportation

STEVEN J. YOUNG

AVP Transportation, Northeast

VACANT

AVP Transportation, Southeast

AMTRAK VALUES

Put Customers First
Do the Right Thing
Excel Together

OUR VISION

Moving America where it wants to go

OUR MISSION

Delivering intercity transportation with superior
safety, customer service and financial excellence

Amtrak operating employees are bound to comply with the rules and instructions contained within this General Order. Any exceptions to operating rules and instructions not listed herein or by Bulletin, must be authorized by an accountable Amtrak Officer and must be approved by the Director of Operating Practices.

END OF SECTION

SCHEDULE SECTION

LETTERS AND SYMBOLS USED IN TRAIN SCHEDULES

Abbreviation	Definition
A	Final stop to discharge passengers.
S	Regular stop to receive or discharge passengers.
S*	Regular stop to receive or discharge passengers. May depart up to 3 minutes ahead of scheduled departure time.
R	Stops only to receive passengers.
R*	Regular stop to receive passengers. May depart up to 3 minutes ahead of scheduled departure time.
D	Stops to discharge passengers; may depart ahead of scheduled departure time.
L	Stops to receive or discharge passengers; may leave ahead of scheduled departure time.
F	Flag stop to receive or discharge passengers, after advanced notice to conductor.
H	Regular stop; may depart up to 5 minutes ahead of scheduled departure time.
N	Not a passenger stop; may depart when signal is displayed.
DHD	Non-revenue train schedule.
LV	Gate time — May leave up to 1 minute ahead of scheduled departure time.
q	Gate time — May leave up to 2 minutes ahead of scheduled departure time.
RM	Reverse Move of train at the location.
+	Operational note at location.
◇	Schedule based on 110 mph equipment in train.
□	Schedule based on **High Speed** Trainset.
🏷	Baggage service provided.
LX	Regular Stop; may depart up to 10 minutes ahead of scheduled departure time.

FREQUENCY CODES

Abbreviation	Definition
D	Daily
M-F	Monday Through Friday
M	Monday only
M-Sa	Monday through Saturday
M-Th	Monday through Thursday

Abbreviation	Definition
DexFr	Daily except Friday
ThFr	Thursday and Friday only
WeFr	Wednesday, Friday only
WeFrSu	Wednesday, Friday and Sunday only
Fri	Friday only
Sat	Saturday only
Sun	Sunday only
Su-Fri	Sunday through Friday
SaSu	Saturday and Sunday only
Fri	Friday only

NOTE

Due to frequent track work schedule changes, public timetables do not always agree with employee times. Also, published public times are different than employee times for S*, R*, H, LV, LX, D, and L stops.

END OF SECTION

SPECIAL INSTRUCTION NUMBERING SYSTEM

SPECIAL INSTRUCTIONS NUMBERED 34 THROUGH 47

Special Instructions are generally numbered according to the Operating Rule number to which they refer. However, there is a gap between Rule 30 and Rule 70 in the Operating Rules. Certain of the missing numbers have therefore been assigned to the following operations:

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SPECIAL INSTRUCTIONS NUMBERED 591 THROUGH 599

I-ETMS Special Instructions are numbered 591-599.

LINE SPECIFIC SPECIAL INSTRUCTIONS

Special Instructions that refer to a specific line of railroad are listed following the applicable station page and are further identified by a letter(s) according to the line:

B.....Main Line - New Haven to Boston
D..... Dorchester Branch
G.....Main Line - Philadelphia to Harrisburg
H.....Main Line - Harold to CP 216
L..... Lehigh Line Connection
M..... Main Line - Mill River to Springfield
MV.....Morrisville Line
N.....Main Line - New York to Philadelphia
NG.....Niagara Whirlpool Bridge
O.....Middleboro Main Line
P..... Main Line - Philadelphia to Washington
PR.....Post Road Branch
T.....New York Terminal District
U.....Main Line - New York to Hoffmans
W.....Washington Terminal

SYSTEM SPECIAL INSTRUCTIONS

Special Instructions that are not specific to a line of railroad are identified by the letter “S” to denote that they are System Special Instructions.

HIGH SPEED TRAINSET & HHP-8 SPECIAL INSTRUCTIONS

Special Instructions which pertain only to the operation of High-Speed Trainsets (HST) and HHP-8 locomotives are identified by the letter “A” to denote that they are HST & HHP-8 Special Instructions.

LETTERS AND SYMBOLS USED IN THE STATION PAGES AND SPECIAL INSTRUCTIONS

Br	Indicates a bridge
Cv or Cvs	Indicates curve or curves
DED	Dragging Equipment detector
HBD	Hot Box detector
IS	Interlocking Station
P	In service part time
PNR	Passenger Name Record
PS	Passenger Station
R	Remotely controlled from
RA HB/DED	Radio Alarm Hot Box/Dragging Equipment Detector
RA WILD	Radio Alarm Wheel Impact Load Detector
WILD	Wheel Impact Load Detector
X	In service continuously

END OF SECTION

LINE SPECIAL INSTRUCTIONS, INCLUDING STATION PAGES

MAIN LINE - NEW HAVEN TO BOSTON (NHB)

NHB Line Station Page

STATIONS		MP	INT	PS	NOTES
NEW HAVEN		72.3	...	X	...
CP 273	**R**-MNR Section G RTC	72.4	X	...	...
CP 274	**R**-MNR Section G RTC	72.7	X	...	...
DIVISION POST (MNR)		72.9	...	...	...
MILL RIVER	**R**-Shore Line TD (Main Line-Mill River to Springfield) (CSX)(P & W RR)	73.6	X	...	...
SHORE LINE JCT	**R**-Shore Line TD	75.2	X	...	...
BRANFORD STATION		81.4	...	X	...
BRANFORD	**R**-Shore Line TD	81.5	X	...	...
PINE	**R**-Shore Line TD	82.8	X	...	5,7
ORCHARD	**R**-Shore Line TD	83.1	X	...	5,7
MEADOW	**R**-Shore Line TD	88.4	X	...	2,7
GUILFORD STATION		88.8	...	X	...
TRIEBEL	**R**-Shore Line TD	89.2	X	...	2,7
GUILFORD	**R**-Shore Line TD	90.4	X	...	7
MADISON		92.8	...	X	1
CLINTON		96.8	...	X	...
FITTER	**R**-Shore Line TD	97.8	X	…	7, 9
WESTBROOK		101.2	...	X	...
BROOK	**R**-Shore Line TD	103.6	X	...	7
SAYBROOK	**R**-Shore Line TD	104.7	X	...	7
OLD SAYBROOK		105.1	...	X	...
VIEW	**R**-Shore Line TD	105.9	X	...	7
CONN	**R**-See SI 900-B1 (moveable. Bridge. Connecticut River)	106.8	X	...	...

STATIONS		MP	INT	PS	NOTES
CRESCENT	**R**-See SI 900-B1	115.0	X	...	7
NAN	**R**-See SI 900-B1 (moveable. Bridge. Niantic River)	116.7	X	...	...
SHAWS COVE	**R**-See SI 900-B1 (moveable. Bridge.) (NECR Connection)	122.5	X	...	...
NEW LONDON		122.9	...	X	3
GROTON	**R**-See SI 900-B1 (moveable. Bridge. Thames River) (P&W R.R.)	124.2	X	...	8
PALMERS COVE	**R**-See SI 900-B1	128.1	X	...	2,7
MYSTIC RIVER	**R**-See SI 900-B1 (moveable. Bridge.)	131.9	X	...	...
MYSTIC STATION		132.3	...	X	...
STATE LINE	(CT.-R.I.)	141.1	...	...	...
WESTERLY		141.3	...	X	...
HIGH ST	**R**-See SI 900-B1	142.9	X	...	7
LIBERTY	**R**-See SI 900-B1	157.2	X	…	7
KINGSTON STATION		158.1	...	X	...
KINGSTON	**R**-See SI 900-B1	158.8	X	...	7
WICKFORD JUNCTION		165.9	...	X	...
STONY	**R**-See SI 900-B1	166.5	X	...	5,7
DAVISVILLE	**R**-See SI 900-B1	168.0	X	...	7
MALCOLM	**R**- See SI 900-B1	169.9	X	...	2,7
PACKARD	**R**- See SI 900-B1	175.0	X	...	7
T.F. GREEN AIRPORT		176.8	...	X	...
POST	**R**- See SI 900-B1	178.5	X	...	5,7
CRANSTON	**R**-Main Line TD (P & W RR)	181.2	X	...	8,9
ATWELLS	**R**-Main Line TD	184.2	X	...	...
BRAYTON	**R**-Main Line TD	184.9	X	...	6,7
PROVIDENCE		185.1	...	X	...

STATIONS		MP	INT	PS	NOTES
ORMS	**R**-Main Line TD	185.6	X	...	7
PAWTUCKET	**R**-Main Line TD	187.1	X	...	2,7
LAWN	**R**-Main Line TD (Providence & Worcester R.R.)	188.6	X	...	7,9
PAWTUCKET/CENTRAL FALLS		189.1	...	X	...
STATE LINE	(RI-MA)	190.8	...	...	...
SOUTH ATTLEBORO		191.9	...	X	...
HEBRONVILLE	**R**-Main Line TD	193.3	X	...	7
EAST JUNCTION		194.4	...	...	...
THATCHER	**R**-Main Line TD	196.2	X	...	5,7
ATTLEBORO		196.9	...	X	...
BORO	**R**-Main Line TD (Middleboro Sec. Trk CSX)	197.2	X	...	4
HOLDEN	**R**-Main Line TD	198.1	X	...	7
MANSFIELD STATION		204.0	...	X	...
MANSFIELD	**R**-Main Line TD (Framingham Sec. Trk CSX)	204.0	X	...	7,9
SHARON		210.8	...	X	...
JUNCTION	**R**-Corridor TD (Stoughton Branch)	213.9	X	...	7
CANTON JUNCTION		213.9	...	X	...
ROUTE 128		217.3	...	X	...
TRANSFER	**R**-Corridor TD (Dorchester Branch)	218.5	X	...	...
READVILLE		219.2	...	X	...
READ	**R**-Corridor TD (Franklin Branch)	219.6	X	...	...
HYDE PARK		220.3	...	X	...
FOREST	**R**-Corridor TD (Needham Branch)	223.5	X	...	...
FOREST HILLS		223.7	...	X	...

STATIONS		MP	INT	PS	NOTES
PLAINS	**R**-Corridor TD (Needham Branch)	224.3	X	...	...
RUGGLES ST		226.5	...	X	...
BACK BAY		227.6	...	X	...
COVE	**R**-Terminal TD (Boston Line-CSX)	228.0	X	...	...
TOWER 1	**R**-Terminal TD (Dorchester Branch)	228.5	X	...	8
BOSTON	(South Station)	228.7	...	X	
Mile Post distances are measured from New York, GCT (MNR). The direction from New Haven to Boston is East.					
Note 1: NORAC Rule 121. B. applies as modified by 121-S1					
Note 2: Interlocking Rules apply on No. 2 and No. 4 tracks only.					
Note 3: Rule 121.E applies on No. 1 & 2 tracks only. Rule 121.B applies on No. 6 track (NECR Connection).					
Note 4: Interlocking Rules apply on No. 4 track only.					
Note 5: Interlocking Rules apply on No. 1 and No. 3 tracks only.					
Note 6: Interlocking Rules apply on Nos. 1, 3, 5 & 7 tracks only.					
Note 7: Equipped with moveablepoint frogs. See SI 80-S1.					
Note 8: Equipped with slip switches. See SI 80-S1.					
Note 9: Interlocking equipped with spring frogs. See SI 815-S4					

240-B1. SIGNAL RULES and CURRENT OF TRAFFIC

251: On tracks where Rule 251 is in effect, the letter in parentheses ( ) denotes the current of traffic: E=East, W=West, N=North, S=South. ABS Rules and CSS Rules 550 through 561 are in effect for movements with the current of traffic. Non-Signaled DCS Rules are in effect for movements against the current of traffic.
261: On Trks where Rule 261 is in effect, ABS Rules & CSS Rules 550-561 are in effect for movements in both directions.
562: On tracks where Rule 562 is in effect, Rule 261, ABS Rules, and CSS Rules 550 through 563 (except Rules 554 and 556), are in effect for movements in both directions.
ACSES Rules: PTC Rules 580-590 and all ACSES Special Instructions are in effect for movements in both directions between Division Post (MNR) and Cove inclusive.

SIGNAL RULES and CURRENT OF TRAFFIC

Between	Tracks from South to North				Notes
	6	4	2	1	
Division Post (MNR) & Mill River	261	261	261	261	.....

SIGNAL RULES and CURRENT OF TRAFFIC

Between	Tracks from South to North				Notes
	4	2	1	3	
Mill River & Shore Line Jct	...	261	261	...	...
Shore Line Jct & Branford	...	562	562	...	...
Branford & Pine	...	562	261	...	...
Pine & Orchard	...	562	261	261	...
Orchard & Meadow	...	562	562	...	...
Meadow & Triebel	261	261	562	...	...
Triebel & Guilford	...	261	562	...	...
Guilford & Brook	...	562	562	...	...
Brook & Saybrook	261	261	261	261	...
Saybrook & View	...	261	261	261	...
Gauntlet Track	...	...	...	...	4
View & Conn	...	261	261	...	...
Conn & Crescent	...	562	562	...	...
Crescent & Nan	...	261	261	...	...
Nan & Shaws Cove	...	562	562	...	...
Shaws Cove & Groton	...	261	261	...	...
Groton & Palmers Cove	…	261	562	...	...
Palmers Cove & Liberty	...	562	562	...	...
Liberty & Kingston	...	562	562	562	...
Kingston & Stony	...	562	562	...	...
Stony & Davisville	...	562	261	...	8
Davisville & Malcolm	...	261	562	...	5
Malcolm & Packard	...	562	562	...	...
Packard & Cranston	...	261	261	261	...

Between	Tracks from South to North				Notes
	4	2	1	3	
Cranston & Atwells	...	261	261	261	...
Atwells & Hebronville	...	261	261	...	3,6,7,10
Hebronville & Thatcher	261	261	261	...	...
Thatcher & Holden	261	261	261	261	...
Holden & Transfer	...	261	261	...	...
Transfer & Cove	...	261	261	261	9
Cove & Tower 1	Int. Rules in effect on Tracks Nos. 2, 1, 3, 5 & 7.				1,2
Note 1: Int Rules in effect on Station Trks 1-13 between Tower 1 & Boston. Station Trks 1-13 are designated Main Trks.					
Note 2: CSS Rules 550 through 561 are in effect on Trks 2, 1, & 3, for all movements in both directions to and from Main Line-New Haven to Boston.					
Note 3: Providence - Station Trks. 3 & 5 between Orms & Brayton designated Main Track, Rule 261 in effect.					
Note 4: Rule 261 in effect, CSS Rules are not in effect.					
Note 5: No. 4 track within Malcolm Interlocking extends west 7,493 feet to “Begin/End Signal Territory” sign.					
Note 6: West of Pawtucket Int, Trk 4 designated Turnkey Industrial Trk; East of Int, designated as yard Trk.					
Note 7: No. 7 Trk designated Main Track between West Limits of Atwells and Orms. Rule 261 in effect.					
Note 8: 3 Trk within Stony Int extends west 2521 feet to “Begin/End Signal Territory” sign.					
Note 9: ACSES Positive Stop not enforced westbound at Cove.					
Note 10: No. Trk 7 begins at the West Limits of Atwells (Eastbound Homeboard)					

37-B1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in bold type are speed restrictions. Maximum equipment speeds and Train type definitions are listed in SI 37-S5 and must not be exceeded.

Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.

37-B1. PASSENGER TRAINS MAXIMUM SPEEDS

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS												
Between/At	Train Type "A"			Train Type "B"			Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.			Track Nos.			Track Nos.		
	2	1	Other	2	1	Other	2	1	Other	2	1	Other
Division Post & Mill River	50	50	...	50	50	...	35	35	...	35	35	...
Nos. 4 & 6 Trks.	...	...	35	...	...	35	...	...	35	...	...	35
Mill River & MP 76	70	70	...	70	70	...	70	70	...	70	70	...
Cv MP 74.1 & MP 74.2	**...**	**...**	**...**	**...**	**...**	**...**	**55**	**55**	**...**	**55**	**55**	**...**
Cv MP 74.2 & MP 76.0	**...**	**...**	**...**	**65**	**65**	**...**	**60**	**60**	**...**	**60**	**60**	**...**
Shore Line Jct Int limits	**60**	**60**	**...**	**60**	**60**	**...**	**60**	**60**	**...**	**60**	**60**	**...**
MP 76 & MP 81.7	80	80	...	70	70	...	70	70	...	70	70	...
Cv MP 77.9 & MP 78.1	**75**	**75**	**...**	**65**	**65**	**...**	**60**	**60**	**...**	**60**	**60**	**...**
Cv MP 80.0 & MP 80.2	**75**	**75**	**...**	**...**	**...**	**...**	**60**	**60**	**...**	**60**	**60**	**...**
Cvs MP 81.1 & MP 81.7	**60**	**60**	**...**	**55**	**55**	**...**	**50**	**50**	**...**	**50**	**50**	**...**
MP 81.7 & MP 85.6	120	120	...	110	110	...	90	90	...	90	90	...
Cv MP 81.7 & MP 82.4	**110**	**110**	**...**	**100**	**100**	**...**	**...**	**...**	**...**	**...**	**...**	**...**
Cv MP 83.2 & MP 83.7	**110**	**110**	**...**	**100**	**100**	**...**	**...**	**...**	**...**	**...**	**...**	**...**
Pine & Orchard No. 3 Trk	...	...	30	...	...	30	...	...	30	...	...	30
MP 85.6 & MP 87.5	95	95	...	95	95	...	90	90	...	90	90	...
Cv MP 85.6 & MP 86.0	**85**	**85**	**...**	**80**	**80**	**...**	**70**	**70**	**...**	**70**	**70**	**...**

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS												
Between/At	Train Type "A"			Train Type "B"			Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.			Track Nos.			Track Nos.		
	2	1	Other	2	1	Other	2	1	Other	2	1	Other
Cv MP 87.2 & MP 87.5	**85**	**85**	**...**	**75**	**75**	**...**	**65**	**65**	**...**	**65**	**65**	**...**
MP 87.5 & MP 88.3	115	115	...	100	100	...	90	90	...	90	90	...
MP 88.3 & MP 94	125	125	...	115	115	...	90	90	...	90	90	...
Meadow & Triebel: No. 4 Track	...	...	45	...	...	45	...	...	45	...	...	45
Cv MP 93.0 & MP 93.3	**100**	**100**	**...**	**90**	**90**	**...**	**80**	**80**	**...**	**80**	**80**	**...**
MP 94 & MP 99.7	120	120	...	95	95	...	90	90	...	90	90	...
Cv MP 94.4 & MP 94.8	**85**	**85**	**...**	**80**	**80**	**...**	**70**	**70**	**...**	**70**	**70**	**...**
Cv MP 96.2 & MP 96.6	**105**	**105**	**...**	**...**	**...**	**...**	**85**	**85**	**...**	**85**	**85**	**...**
MP 99.7 & MP 103.9	90	90	...	90	90	...	90	90	...	90	90	...
Cv MP 99.7 & MP 100.1	**...**	**...**	**...**	**80**	**80**	**...**	**70**	**70**	**...**	**70**	**70**	**...**
Cv MP 100.1 & MP 101.0	**...**	**...**	**...**	**85**	**85**	**...**	**80**	**80**	**...**	**80**	**80**	**...**
Cv MP 102.0 & MP 102.2	**80**	**80**	**...**	**70**	**70**	**...**	**65**	**65**	**...**	**65**	**65**	**...**
Cv MP 103.7 & MP 103.9	**...**	**...**	**...**	**85**	**85**	**...**	**75**	**75**	**...**	**75**	**75**	**...**
MP 103.9 & View	110	110	...	90	90	...	90	90	...	90	90	...
Brook & Saybrook: No. 3 Track	...	...	30	...	...	30	...	...	30	...	...	30
Brook & Saybrook: No. 4 Track	...	...	15	...	...	15	...	...	15	...	...	15

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS												
Between/At	Train Type "A"			Train Type "B"			Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.			Track Nos.			Track Nos.		
	2	1	Other	2	1	Other	2	1	Other	2	1	Other
Saybrook & View: No. 3 Trk	...	...	30	...	...	30	...	...	30	...	...	30
Saybrook & MP 104.9:No. 3 Trk	**...**	**...**	**15**	**...**	**...**	**15**	**...**	**...**	**15**	**...**	**...**	**15**
View & Conn	110	110	...	80	80	...	80	80	...	80	80	...
Conn & MP 109.6	110	110	...	80	80	...	75	75	...	75	75	...
Cv MP 106.3 & MP 106.6	**70**	**70**	**...**	**55**	**55**	**...**	**45**	**45**	**...**	**45**	**45**	**...**
Conn Int (moveable Span Only)	**45**	**45**	**...**	**45**	**45**	**...**	**45**	**45**	**...**	**45**	**45**	**...**
Conn Int limits	**60**	**60**	**...**	**60**	**60**	**...**	**60**	**60**	**...**	**60**	**60**	**...**
Cv MP 107.0 & MP 107.4	**90**	**90**	**...**	**...**	**...**	**...**	**70**	**70**	**...**	**70**	**70**	**...**
MP 109.6 & Nan	90	90	...	80	80	...	75	75	...	75	75	...
Cvs MP 112.1 & MP 112.8	**70**	**70**	**...**	**65**	**65**	**...**	**60**	**60**	**...**	**60**	**60**	**...**
Nan & MP 123	75	75	...	65	65	...	65	65	...	65	65	...
Nan Int limits	**70**	**70**	**...**	**65**	**65**	**...**	**65**	**65**	**...**	**65**	**65**	**...**
Cv MP 118.8 & MP 119.3	**75**	**75**	**...**	**...**	**...**	**...**	**60**	**60**	**...**	**60**	**60**	**...**
Cv MP 120.8 & MP 121.6	**60**	**60**	**...**	**55**	**55**	**...**	**50**	**50**	**...**	**50**	**50**	**...**
Shaw's Cove Int limits	**60**	**60**	**...**	**60**	**60**	**...**	**60**	**60**	**...**	**60**	**60**	**...**

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS												
Between/At	Train Type "A"			Train Type "B"			Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.			Track Nos.			Track Nos.		
	2	1	Other	2	1	Other	2	1	Other	2	1	Other
Cvs MP 122.4 & MP 123	**25**	**25**	**...**	**25**	**25**	**...**	**20**	**20**	**...**	**20**	**20**	**...**
MP 123 & MP 124	40	40	...	40	40	...	35	35	...	35	35	...
MP 124 & MP 126.5	65	65	...	60	60	...	60	60	...	60	60	...
Cv MP 124.0 & MP 124.3	**50**	**50**	**...**	**50**	**50**	**...**	**40**	**40**	**...**	**40**	**40**	**...**
Cv MP 125.3 & MP 125.7	**60**	**60**	**...**	**55**	**55**	**...**	**50**	**50**	**...**	**50**	**50**	**...**
Cv MP 126.3 & MP 126.5	**...**	**...**	**...**	**...**	**...**	**...**	**55**	**55**	**...**	**55**	**55**	**...**
MP 126.5 & MP 132	90	90	...	80	80	...	70	70	...	70	70	...
Cv MP 129.3 & MP 129.8	**70**	**70**	**...**	**65**	**65**	**...**	**55**	**55**	**...**	**55**	**55**	**...**
Cv MP 129.8 & MP 130.1	**75**	**75**	**...**	**70**	**70**	**...**	**65**	**65**	**...**	**65**	**65**	**...**
Cv MP 131.2 & MP 131.9	**80**	**80**	**...**	**75**	**75**	**...**	**65**	**65**	**...**	**65**	**65**	**...**
Br MP 131.9 & MP 132.0	**60**	**60**	**...**	**60**	**60**	**...**	**60**	**60**	**...**	**60**	**60**	**...**
MP 132 & MP 136.4	75	75	...	70	70	...	70	70	...	70	70	...
Cv MP 132.0 & MP 132.5	**60**	**60**	**...**	**60**	**60**	**...**	**50**	**50**	**...**	**50**	**50**	**...**
Cv MP 133.6 & MP 134.0	**70**	**70**	**...**	**65**	**65**	**...**	**55**	**55**	**...**	**55**	**55**	**...**
Cv MP 134.9 & MP 135.4	**...**	**...**	**...**	**65**	**65**	**...**	**60**	**60**	**...**	**60**	**60**	**...**
Cv MP 135.4 & MP 135.7	**...**	**...**	**...**	**65**	**65**	**...**	**60**	**60**	**...**	**60**	**60**	**...**
Cv MP 135.9 & MP 136.4	**65**	**65**	**...**	**60**	**60**	**...**	**50**	**50**	**...**	**50**	**50**	**...**

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS												
Between/At	Train Type "A"			Train Type "B"			Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.			Track Nos.			Track Nos.		
	2	1	Other	2	1	Other	2	1	Other	2	1	Other
MP 136.4 & MP 142.1	90	90	...	80	80	...	80	80	...	80	80	...
Crossings: MP 136.4 & MP 136.7	**80**	**80**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**
Cvs MP 138.5 & MP 141.5	**...**	**...**	**...**	**...**	**...**	**...**	**75**	**75**	**...**	**75**	**75**	**...**
Palmer St. Xing (MP 140.6)	**...**	**...**	**...**	**...**	**...**	**...**	**75**	**75**	**...**	**75**	**75**	**...**
Cv MP 141.8 & MP 142.1	**85**	**85**	**...**	**...**	**...**	**...**	**70**	**70**	**...**	**70**	**70**	**...**
MP 142.1 & MP 145.5	90	90	...	90	90	...	90	90	...	90	90	...
Cv MP 142.4 & MP 142.7	**...**	**...**	**...**	**80**	**80**	**...**	**80**	**80**	**...**	**80**	**80**	**...**
Cv MP 144.1 & MP 144.6	**...**	**...**	**...**	**80**	**80**	**...**	**75**	**75**	**...**	**75**	**75**	**...**
Cv MP 145.1 & MP 145.5	**85**	**85**	**...**	**75**	**75**	**...**	**70**	**70**	**...**	**70**	**70**	**...**
MP 145.5 & MP 154.3	105	105	...	90	90	...	90	90	...	90	90	...
Cv MP 147.3 & MP 148.1	**95**	**95**	**...**	**85**	**85**	**...**	**75**	**75**	**...**	**75**	**75**	**...**
Cv MP 150.8 & MP 151.0	**95**	**95**	**...**	**...**	**...**	**...**	**80**	**80**	**...**	**80**	**80**	**...**
Cv MP 151.9 & MP 152.5	**85**	**85**	**...**	**80**	**80**	**...**	**70**	**70**	**...**	**70**	**70**	**...**
Cv MP 154.0 & MP 154.3	**90**	**90**	**...**	**85**	**85**	**...**	**75**	**75**	**...**	**75**	**75**	**...**
MP 154.3 & MP 171.7	150	150	...	150	150	...	110	110	...	90	90	...
Cv MP 159.7 & MP 160.5	**130**	**130**	**...**	**120**	**120**	**...**	**100**	**100**	**...**	**...**	**...**	**...**

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS												
Between/At	Train Type "A"			Train Type "B"			Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.			Track Nos.			Track Nos.		
	2	1	Other	2	1	Other	2	1	Other	2	1	Other
Liberty & Kingston Int: No. 3 Track	...	...	45	...	..	45	...	...	45	...	...	45
Stony Int: No. 3 Trk	...	...	45	...	...	45	...	...	45	...	...	45
Malcolm Int: No. 4 Trk	...	...	45	...	...	45	...	...	45	...	...	45
Cv MP 170.5 & MP 170.9	**130**	**130**	**...**	**125**	**125**	**...**	**...**	**105**	**...**	**...**	**...**	**...**
MP 171.7 & MP 174.5	115	115	...	115	115	...	110	110	...	90	90	...
Cv MP 171.7 & MP 172.3	**110**	**110**	**...**	**95**	**95**	**...**	**85**	**85**	**...**	**85**	**85**	**...**
Cv MP 173.0 & MP 173.4	**...**	**...**	**...**	**105**	**105**	**...**	**90**	**90**	**...**	**...**	**...**	**...**
Cv MP 174.0 & MP 174.5	**105**	**105**	**...**	**100**	**100**	**...**	**85**	**85**	**...**	**85**	**85**	**...**
MP 174.5 & MP 180.5	150	150	...	125	125	...	110	110	...	90	90	...
Packard & MP 181.7: No. 3 Trk	...	...	50	...	...	50	...	...	50	...	...	40
Cvs MP 176.3 & MP 176.6: No. 3 Trk	**...**	**...**	**45**	**...**	**...**	**45**	**...**	**...**	**45**	**...**	**...**	**...**
Cvs MP 176.6 & MP 176.7: No. 3 Trk	**...**	**...**	**25**	**...**	**...**	**25**	**...**	**...**	**25**	**...**	**...**	**25**
Cv MP 177.6: No. 3 Trk	**...**	**...**	**45**	**...**	**...**	**45**	**...**	**...**	**45**	**...**	**...**	**...**
Cvs MP 178.7 & MP 179.1 : No. 3 Trk	**...**	**...**	**40**	**...**	**...**	**40**	**...**	**...**	**40**	**...**	**...**	**...**

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS												
Between/At	Train Type "A"			Train Type "B"			Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.			Track Nos.			Track Nos.		
	2	1	Other	2	1	Other	2	1	Other	2	1	Other
Cvs MP 180.1 & MP 180.4: No. 3 Trk	...	...	45	...	...	45	...	...	45	...	...	...
Cv MP 180.1 & MP 180.2	120	120	...	105	105	...	90	90	...	...	...	...
Cv MP 180.2 & MP 180.5	110	110	...	100	100	...	90	90	...	...	...	...
MP 180.5 & MP 181.7	100	100	...	90	90	...	80	80	...	80	80	...
MP 181.7 & MP 183.1: No. 3 Trk:	...	...	45	...	...	45	...	...	45	...	...	40
MP 183.1 & MP 183.6: No. 3 Trk:	...	...	30	...	...	30	...	...	30	...	...	30
MP 183.6 & West Limits Atwells.: No. 3 Trk:	...	...	25	...	...	25	...	...	25	...	...	25
MP 181.7 & Providence	70	70	...	60	60	...	60	60	...	60	60	...
West Limits Atwells & Orms: No. 7 Trk.	...	...	20	...	...	20	...	...	20	...	...	20
Cv MP 181.7 & MP 181.9	55	55	...	50	50	...	45	45	...	45	45	...
Cv MP 182.3 & MP 182.8	65	65	...	...	...	...	50	50	...	50	50	...
Cvs MP 184.3 & MP 184.8	60	60	...	55	55	...	45	45	...	45	45	...
Cv West of Providence	30	30	...	30	30	...	30	30	...	30	30	...
Providence & MP 190.5	70	70	...	70	70	...	70	70	...	70	70	...

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS												
Between/At	Train Type "A"			Train Type "B"			Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.			Track Nos.			Track Nos.		
	2	1	Other	2	1	Other	2	1	Other	2	1	Other
Station Tracks No. 3 & 5	...	...	25	...	...	25	...	...	25	...	...	25
Providence Sta. Platforms	**30**	**30**	**...**	**30**	**30**	**...**	**20**	**20**	**...**	**20**	**20**	**...**
Cv East of Providence	**30**	**30**	**...**	**25**	**25**	**...**	**20**	**20**	**...**	**20**	**20**	**...**
Cvs MP 185.4 & MP 186.4	**60**	**60**	**...**	**55**	**55**	**...**	**50**	**50**	**...**	**50**	**50**	**...**
Cv MP 188.7 & MP 189.2	**60**	**60**	**...**	**55**	**55**	**...**	**50**	**50**	**...**	**50**	**50**	**...**
Cvs MP 189.5 & MP 190.5	**60**	**60**	**...**	**55**	**55**	**...**	**50**	**50**	**...**	**50**	**50**	**...**
MP 190.5 & MP 194.5	125	125	...	125	125	...	110	110	...	90	90	...
Hebronville & Thatcher: No. 4 Trk	...	...	60	...	...	60	...	...	60	...	...	60
Cv Hebronville & MP 194.5.	**110**	**110**	**...**	**100**	**100**	**...**	**90**	**90**	**...**	**...**	**...**	**...**
Cv Hebronville & MP 194.5. No. 4 Trk	**...**	**...**	**30**	**...**	**...**	**30**	**...**	**...**	**30**	**...**	**...**	**30**
Thatcher & Holden: No. 3 Trk	...	...	80	...	...	80	...	...	80	...	...	80
Thatcher & Holden: No. 4 Trk	...	...	60	...	...	60	...	...	60	...	...	60
MP 194.5 & MP 205	150	150	...	150	150	...	110	110	...	90	90	...

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS												
Between/At	Train Type "A"			Train Type "B"			Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.			Track Nos.			Track Nos.		
	2	1	Other	2	1	Other	2	1	Other	2	1	Other
MP 205 & Transfer	130	130	...	120	120	...	100	100	...	90	90	...
Cv MP 206.6 & MP 207.0	**125**	**125**	**...**	**115**	**115**	**...**	**...**	**...**	**...**	**...**	**...**	**...**
Cv MP 213.0 & MP 213.8	**125**	**125**	**...**	**...**	**115**	**...**	**...**	**...**	**...**	**...**	**...**	**...**
Transfer & MP 226	120	120	...	110	110	...	100	100	...	90	90	...
Transfer & Read: No. 3 Trk	...	...	60	...	...	60	...	...	60	...	...	60
Read & Forest: No. 3 Trk	...	...	80	...	...	80	...	...	80	...	...	80
Forest & MP 226: No. 3 Trk	...	...	100	...	...	100	...	...	100	...	...	90
Cv MP 220.4 & MP 220.7	**...**	**...**	**...**	**105**	**105**	**...**	**95**	**95**	**...**	**...**	**...**	**...**
Cv MP 222.1 & MP 222.3	**115**	**...**	**...**	**105**	**...**	**...**	**90**	**95**	**...**	**...**	**...**	**...**
Cv MP 225.2 & MP 225.6	**115**	**115**	**...**	**105**	**105**	**...**	**...**	**...**	**...**	**...**	**...**	**...**
MP 226 & MP 227	120	120	...	110	110	...	100	100	...	90	90	...
MP 226 & MP 227: No. 3 Trk	...	...	100	...	...	100	...	...	100	...	...	90
MP 227 & West Limits Cove Int	60	60	...	60	60	...	60	60	...	60	60	...
MP 227 & West Limits Cove Int: No. 3 Trk	...	...	60	...	...	60	...	...	60	...	...	60

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS												
Between/At	Train Type "A"			Train Type "B"			Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.			Track Nos.			Track Nos.		
	2	1	Other	2	1	Other	2	1	Other	2	1	Other
Cv MP 227.3 & MP 228	**30**	**30**	**...**	**30**	**30**	**...**	**25**	**25**	**...**	**25**	**25**	**...**
Cv MP 227.3 & MP 228: No. 3 Trk	**...**	**...**	**30**	**...**	**...**	**30**	**...**	**...**	**25**	**...**	**...**	**25**
Within Limits Cove	30	30	...	30	30	...	25	25	...	25	25	...
Within Limits Cove: No. 3 Trk	...	...	30	...	...	30	...	...	25	...	...	25
Within Limits Cove: No. 5 & 7 Trks	...	...	30	...	...	30	...	...	30	...	...	30
Cove: Diverting between No. 1 & No. 2 Trks	**...**	**...**	**15**	**...**	**...**	**15**	**...**	**...**	**15**	**...**	**...**	**15**
East Limits Cove & Tower 1:	15											
Tower 1 & Boston:	10											

FREIGHT TRAIN TYPE "E" SPEEDS
NOTE: Freight trains with inoperative cab signals must operate in accordance with S.I. 555-B1.

37-B1. FREIGHT TRAINS MAXIMUM SPEEDS

Between/At	Train Type "E"		
	Track Nos.		
	No. 2	No. 1	Other
Division Post & Mill River	20	20	...
Division Post & Mill River Nos. 4 & 6 Trks	...	...	20

Between/At	Train Type "E"		
	Track Nos.		
	No. 2	No. 1	Other
Mill River & Shore Line Jct	20	20	...
Shore Line Jct, Diverting movements	**...**	**...**	**10**
Shore Line Jct & MP 77	30	30	...
MP 77 & Pine	40	35	...
Pine & Orchard	50	20	...
Pine & Orchard: No.3 Trk	...	...	20
Orchard & Brook	50	50	...
Meadow & Triebel: No. 4 Trk	...	...	20
Brook & Saybrook	50	50	...
Brook & Saybrook Nos. 3 & 4 Trk	...	...	10
Within Limits of Saybrook Int	45	45	...
Saybrook & View	45	45	...
Saybrook & View No. 3 Trk	...	...	10
View & Conn	25	25	...
Conn & Nan	50	50	...
Within Limits Nan Int	45	45	...
Nan & Shaws Cove	45	45	...
Cv MP 120.8 & MP 122.0	**40**	**40**	**...**
Shaws Cove & Groton	25	25	...
Cv MP 122.7 & MP 123.0	**15**	**15**	**...**
Groton & Palmers Cove	40	40	...
Cv at Groton Int	**35**	**...**	**...**
Palmers Cove & Mystic	35	35	...
Within Limits Mystic Int	40	40	...
Mystic & High St	50	50	...
Cv MP 132.0 & MP 132.5	**40**	**40**	**...**
High St & Kingston	50	50	...

Between/At	Train Type "E"		
	Track Nos.		
	No. 2	No. 1	Other
Cv MP 151.9 & MP 152.5	**45**	**45**	**...**
Liberty & Kingston Int No. 3 Trk	…	…	45
Kingston & Cranston	50	50	...
Stony Int: No. 3 Trk	…	…	Restricted Speed
Malcolm Int: No. 4 Trk	…	…	30
Packard & MP 181.7: No. 3 Trk	...	...	40
Cvs MP 176.6 & MP 176.7: No. 3 Trk	**...**	**...**	**25**
MP 181.7 & MP 183.1: No. 3 Trk	...	...	40
MP 183.1 & MP 183.6: No. 3 Trk	...	...	30
MP 183.6 & West limits Atwells: No. 3 Trk	...	...	25
Cranston & East limits Atwells	30	30	...
East limits Atwells to Brayton	15	15	...
Brayton to Orms	15	10	...
West Limits Atwells & Orms: No. 7 Trk	...	...	20
Orms to MP 190.5	30	30	...
MP 190.5 & Hebronville	50	50	...
Hebronville & Thatcher	50	50	...
Hebronville & Thatcher: No. 4 Trk	...	...	40
Cv Hebronville & MP 194.5: No. 4 Trk	**...**	**...**	**30**
Thatcher & Holden	50	50	...
Thatcher & Holden No. 3 Trk	...	...	50
Thatcher & Holden No. 4 Trk	...	...	40
Holden & Transfer	50	50	...
Canton Jct Station Platform	**40**	**40**	**...**
Transfer & Read	20	20	...
Transfer & Read No. 3 Tr	...	...	20

Between/At	Train Type "E"		
	Track Nos.		
	No. 2	No. 1	Other
Read & Forest	50	50	...
Read & Forest No. 3 Trk	...	...	45
Forest & Plains	20	20	...
Forest & Plains No. 3 Trk	...	...	20
Plains & MP 227	45	45	...
Plains & MP 227: No. 3 Trk	...	...	45
MP 227 & West Limits Cove	30	30	...
MP 227 & West Limits Cove: No. 3 Trk	...	...	30
Cv MP 227.3 & MP 228	**15**	**15**	**...**
Cv MP 227.3 & MP 228: No. 3 Trk	**...**	**...**	**10**
Within Limits Cove Int	25	25	...
Within Limits Cove Int: Nos. Trks 3, 5 & 7	...	...	25
Cove: Diverting between No. 1 & No. 2 Trks.	**...**	**...**	**10**
East Limits Cove & Boston	10		

37-B2. SPEEDOMETER CHECKING: MEASURED MILES

The distance between the sets of Mile Posts listed below is a measured mile. White marker posts are installed on both sides of the tracks at locations marked with an asterisk (*).

*MP 78- *MP 79	MP 119- MP 120	*MP 164-*MP 165	*MP 200-*MP 201
*MP 83- *MP 84	MP 131- MP 132	MP 166- MP 167	MP 214- MP 215
MP 93- MP 94	MP 149- MP 150	MP 169- MP 170	MP 215- MP 216
MP 96- MP 97	MP 150- MP 151	MP 174- MP 175	MP 217- MP 218
MP 107- MP 108	MP 154- MP 155	MP 175- MP 176	MP 219- MP 220
MP 113- MP 114	MP 161- MP 162	*MP 192-*MP 193	MP 220- MP 221
MP 115- MP 116	MP 163- MP 164	MP 199-*MP200*	MP 221- MP 222

37-B3. MAXIMUM SPEEDS-OTHER TRACKS

Location/Between	Tracks	Restricted Speed not exceeding
Parcel G	All	5 MPH
New Haven - CDOT Shop	All	5 MPH

Location/Between	Tracks	Restricted Speed not exceeding
Mill River and Boston	All industrial tracks and yard tracks	10 MPH
Clinton	Clinton Siding	15 MPH Psgr. 10 MPH Frt.
Saybrook & View	Gauntlet Track	10 MPH
Groton Interlocking	Wye Tracks	10 MPH
Midway Yard	Tracks 3, 5, 7	5 MPH
Mystic River Yard	Mystic River Yard	5 MPH
Begin/End Signaled Territory sign at Stony and End of Track	No. 3	10 MPH
Pawtucket (MP 187)	Turnkey Industrial	5 MPH
Providence Mow Yard	Wash Track	5 MPH
Cove & Broad	Wye Connector	10 MPH

F-B1. TUNNEL/WALL EMERGENCY EXITS

Emergency exits are in service at the following locations on the No. 2 Track side of the Main Line - New Haven to Boston, between Forest Hills and Back Bay: MP 223.87, 224.04, 224.23, 224.45, 224.61, 224.76, 224.96, 225.11, 225.30, 225.54, 225.77, 225.93,226.20, 226.96, 227.15 and 227.31.

F-B2. EMERGENCY TELEPHONES

ATS Telephones are in service at the locations listed below. These telephones are in grey boxes marked with the letter “T” in reflectorized tape. Where practical, telephones are located at the signal bungalow at designated location:

Location	Mile Post	Telephone No.
Cut Section West of Back Bay	227.6	580-7594
West Newton St. Stairwell	227.2	580-7910
Cut Section Wellington St.	227.1	580-7583
Ruggles St	226.5	580-7584
Plains	224.3	580-7588
Forest	223.5	580-7589

1-B1. SHORE LINE EAST CUSTOMER SERVICES NOTICES

Shore Line East (SLE) Customer Services employees must read and comply with all SLE Customer Services Notices that are addressed to them. They are not required to carry these notices while on duty, but must be conversant with the contents of all notices in effect. SLE Customer Services Notices will be:

- Issued as required by the District Superintendent or staff of Shore Line East Commuter Rail.

- Numbered sequentially, the number being prefixed by the last two digits of the current year.
- Distributed and posted at signup locations and Train Dispatchers' office.

1-B2. SOUTHAMPTON ST. YARD: SOUTHAMPTON ST. YARD BULLETIN / OPERATING INSTRUCTIONS – SOUTHAMPTON ST. YARD

Yard Bulletins will be issued for Southampton St. Yard and the Boston Terminal area as necessary and will contain instructions for crews who will operate in this location. They will be numbered consecutively and will remain in effect until superseded by the next Yard Bulletin.

Yard Bulletins do not modify or supersede any operating rule or special instruction. Employees will be governed by the most recent operating rule and/or special instruction in effect if any conflicting information exists. Employees who will operate within these yards must familiarize themselves with the current Yard Bulletin and comply with its instructions. If no Yard Bulletin is posted, employees must contact the appropriate employee in charge for instructions.

System Operating Practices will reissue the Yard Bulletin as necessary.

16-B1. BLUE SIGNAL PROTECTION: BOSTON SOUTH STATION TRACK 1 THROUGH 13

The following blue signal protection procedures apply on Boston South Station tracks 1-13, which are designated as Main Tracks in SI 240-B1.

1) **Responsibilities of Mechanical Worker-in-Charge (WIC)**

The WIC must take the following action before authorizing or performing any work that requires Blue Signal Protection (BSP):

(a) Before establishing BSP, the WIC must contact the Terminal Train Dispatcher and request protection for the track(s) required.

(b) When Blue Signal Protection is no longer required, the WIC must notify the Terminal Train Dispatcher.

2) **Responsibilities of the Terminal Train Dispatcher**

The Terminal Train Dispatcher must take the following actions when the Mechanical Department Worker-In-Charge (WIC) requests protection for BSP.

(a) Display Stop Signal(s) and apply blocking devices to switches and signals leading to the affected track. These safeguards must remain applied until the WIC has notified the Train Dispatcher that BSP is no longer required.

(b) The Train Dispatcher must make a written record of blocking devices' application time and removal time for the associated track(s) and ensure records are retained for 15 days.

20-B1. ENGINE BELL

The engine bell must be rung while operating within Tower 1 limits.

34-B1. TRAIN APPROACH MESSAGE SYSTEM (TAMS)

Train Approach Message System (TAMS) is in service at the following stations: Branford, Guilford, Madison, Clinton, Westbrook, Old Saybrook, Mystic, Westerly, Kingston, Pawtucket/Central Falls, Mansfield, Sharon, Canton Jct., Route 128, Readville, Hyde Park, Forest Hills, Ruggles, and South Attleboro Station

Employees working on or near station platforms must notify the dispatcher if TAMS is not functioning properly and the dispatcher must:

1) Issue a 110 MPH speed restriction on the affected track(s), with limits designated to protect the affected station(s).

2) Issue verbal or Form D line 13 instructions requiring trains not scheduled to stop at the affected station(s) to blow one long sound of the engine horn when approaching each affected station on a track adjacent to a station platform.

Exception: The 110 MPH speed restriction and horn requirement will not be necessary when on-ground personnel are provided to protect the station(s) where a TAMS failure has occurred. These people must monitor train movements through the CETC office and radio communication with trains. They must notify passengers to remain behind the yellow line when a train is approaching. Only the following categories of personnel may be relied upon to provide on-ground protection:

1) A train crew member.

2) A uniformed law enforcement officer (railroad or police).

3) A uniformed Customer Services employee.

4) An employee who is equipped by day with an orange vest, shirt or jacket; and by night with a retroreflective orange, white or yellow vest, shirt or jacket.

35-B1. PROVIDENCE STATION: FREIGHT TRAINS

Freight trains containing cars which exceed Plate C dimensions are prohibited from operating on Nos. 1, 2, 3 and 5 tracks.

36-B1. PROVIDENCE STATION: STOP LOCATIONS

Eastward trains with diesel locomotives stopping at Providence Station must stop locomotive(s) outside of the station tunnel. Westward trains with diesel locomotives stopping at Providence Station must stop locomotive(s) under exhaust vent openings at the west end of the station platforms.

36-B2. PROVIDENCE YARD: ENGINE STORAGE

Train crews must store engines on the west end of Track 11 in the Engine Storage Area at the completion of work.

36-B3. BACK BAY TUNNEL

Engines and control cars must not exceed the sixth throttle position while operating through the Back Bay Tunnel.

36-B4. BACK BAY - LOCATIONS FOR TRAINS STOPPING

Diesel Engines	Must not be stopped under Bridge 228.41, Harrison Ave.
Eastward Trains	Must stop locomotive(s) east of the low station ceiling.
Westward Trains	Must spot train with locomotive(s) entirely west of the escalator.

36-B5. SOUTH STATION: DIESEL OPERATION

All trains arriving South Station must not be stopped with diesel locomotive(s) under overhead bus terminal, unless otherwise instructed by the Terminal Train Dispatcher. For reference, car markers have been installed on all platforms.

Trains arriving South Station on Tracks 8, 9, and 10 may pull down to the end of track. Vent fans for Tracks 8, 9, and 10 are installed and in service.

NOTE: This instruction does not apply to double drafts. When necessary for double draft to be brought into the station it must not remain longer than necessary.

36-B6. PROVIDENCE STATION TUNNEL: DIESEL OPERATION

Engines and control cars must not exceed the fifth throttle position while operating through the Providence Station Tunnel.

40-B1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum height of the engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 for equipment authorized to operate on the NEC.
Notes shown in parentheses in the location column are defined at the end of the table.

40-B1. ENGINE AND EQUIPMENT RESTRICTIONS

Location	Tracks				
	6	4	2	1	Other
New Haven Station (Metro North)	4	4	4	4	4
No. 6 Trk adjacent to retaining wall (a)	...	...	...	...	...
No. 2 Trk O.H. Br No. 71.60, Lamberton St. (a)	...	...	...	...	...
No. 1 Trk O.H. Br No. 71.74, Howard Ave (a)	...	...	...	...	...

40-B1. ENGINE AND EQUIPMENT RESTRICTIONS

Between	Tracks				
	4	2	1	3	Other
New Haven & Mill River	5	5	5	5	...
Mill River & Shore Line Jct	...	4	4	...	...
Shore Line Jct & Davisville	5	5	5	5	...
No. 3 Trk between Liberty and Kingston	...	...	...	...	4
No. 3 Trk between Stony Int and End of Trk	...	...	...	...	4
Davisville & Malcolm	...	5	5	...	...
No. 4 Industrial Track	...	...	...	...	7
Malcolm Interlocking	7	5	5	...	...

Between	Tracks				
	4	2	1	3	Other
Malcolm & Packard	...	7	5	...	...
Packard & Cranston	...	6	6	7	...
Cranston & Atwells	...	5	6	7	...
Atwells & Orms	...	4	4	4	...
No. 5 Track	...	...	...	...	4
No. 7 Track	...	...	...	...	7
Orms & Lawn	...	5	5	...	...
No. 7 Industrial Track	...	...	...	...	7
Lawn & Boro (d)	5	5	5	5	...
Boro & Holden	6	5	5	5	...
Holden & Mansfield	...	6	6	...	...
Mansfield & Junction (e)	...	5	5	...	...
Junction & Read (c)	...	5	5	...	...
Read & Plains	...	4	4	5	...
Plains & Cove	...	4	4	4	...
Cove & Tower 1, all tracks	4	4	4	4	4

Notes:
(a) The side mirror(s) must be folded closed against locomotive for movement on this track
(b) Plate F Cars measuring 17' 0" may operate between Transfer and Route 128 Industrial Park switch on Track 1.
(c) Plate F cars measuring 17' 0" or less may operate on Trk 4 between Boro & Olive St OH Br, MP 196.72, but must not operate under Olive St OH Br.
(d) Plate F and Plate G cars measuring 17' 0" may operate between Mansfield and the Merken's Chocolate Lead track.

41-B1. DOUBLE STACK CARS - CLOSE CLEARANCE

Due to close clearance, operation of double stack cars (loaded or empty) is prohibited on No. 1 Track at New London.

41-B2. CARS EXCEEDING 263,000 POUNDS

Providence and Worcester Railroad (P&W) trains containing cars with a gross weight not exceeding 286,000 pounds may operate on all tracks between New Haven and Lawn (MP 188.6), except cars

exceeding 263,000 pounds are prohibited over Undergrade Bridge MP 146.39 at Bradford, RI. **Note**: Cars operating on all other segments of the NHB Line are limited to 263,000 pounds, per SI 41-S2.

CSX/Mass Coastal Railroad trains containing cars with a gross weight not exceeding 286,000 pounds may operate over the following line segments:

• Between Mansfield and Attleboro

Except cars exceeding 263,000 pounds are prohibited over UG Bridge at MP 204.4 (N. Main St East of Mansfield)

41-B3. NEW LONDON STATION – NO. 6 TRACK

Due to close platform clearance, only equipment normally used in passenger service may operate on No. 6 track at New London station.

43-B1. CLOSE CLEARANCE - EMPLOYEES

Protecting against personal injury - the following locations will not clear man on side of car.:

Close Clearance Locations

LOCATION	NOTES
New Haven Yard Trk	The Fuel & Sand facility located on No. 39 Trk.
Division Post (MP 72.9) to Boston	All high-level passenger station platforms and locations where intertrack fences are erected between main tracks.
MP 80.59	Between track 1 and cat poles 80-3 through 80-21 (nine structures)
Saybrook	Fortune Plastics track (MP 104.7), and close clearance with signal case on Track No. 3 at crossover.
Junction	The retaining wall adjacent to No. 2 track between Chapman St. OH Br MP 214.22 and Spaulding St. OH Br MP 214.33.

45-B1. PROVIDENCE STATION TUNNEL

- Freight trains with HAZARDOUS MATERIALS cars in consist must not pass-through Providence Station Tunnel area without first communicating with the Main Line Dispatcher.
- The Main Line Dispatcher must ensure there are no passenger trains operating within Providence Station tunnel and all passengers and employees have been cleared from platform area, prior to authorizing a freight train with HAZARDOUS MATERIALS cars to operate through the tunnel.

47-B1. ELECTRIC ENGINES: MAXIMUM NUMBER OF RAISED PANTOGRAPHS

When more than 2 consecutively coupled AEM-7 locomotives are moved in a train or lite engine consist, pantographs must not be raised on more than 2 locomotives.

47-B2. CATENARY DEAD SECTIONS

The following chart specifies the locations where dead sections are installed in the catenary system between New Haven and Boston. “Dead Section” signs (black signs with white letters “DS”) are installed 2 catenary poles before each dead section. “Approach Dead Section” signs (yellow signs with white letters “DS”) are installed on catenary poles approximately 15 seconds (based on maximum track speed) before each dead section.

Location Relative to Nearest Station	Specific Location of Each Dead Section			Note
	Trk	West End	East End	
West of Mill River	2 & 4	MP 73.21	MP 73.30	1
	1 & 6	MP 73.17	MP 73.26	
West of Branford	2	MP 78.91	MP 78.98	...
	1	MP 78.93	MP 79. 01	
West of Brook	2	MP 103.03	MP 103.13	...
	1	MP 103.06	MP 103.16	
West end Groton	1 & 2	MP 123.62	MP 123.66	2
East of High St	1 & 2	MP 150.10	MP 150.21	...
West of Cranston	1 & 2	MP 176.88	MP 176.99	...
East of Holden	1 & 2	MP 198.92	MP 199.01	...
East of Sharon	1 & 2	MP 212.30	MP 212.42	...
Note 1: This dead section is also a catenary voltage change location from 12.5KV to 25KV.				
Note 2: Dead Section Stop Signs (white sign with black letters “DS STOP”) in service for eastbound electric trains on Tracks 1 and 2 at MP 123.41. To avoid an unnecessary stop in the dead section at Groton, electric trains operating with a **Restricting cab signa**l or with **inoperative cab signals** must not pass this sign without permission of the Dispatcher. The Dispatcher must not give this permission until the home signal has been displayed at Groton, or the train has been given Rule 241 permission to pass the home signal in Stop position. Rule 241 permission may be given when the train is stopped at the Dead Section Stop Sign.				

47-B3. MOVEABLE CATENARY UNIT

A Moveable Catenary Unit (MCU) is an apparatus of the catenary structure located on moveable bridges. An MCU allows the catenary structure to disconnect and moves the catenary to a clear position. Employees whose duties require them to be on the bridge structure during operation must be aware of and take the necessary precautions to avoid injury due to the movement of the MCU. MCU’s are now in operation on all moveable bridges.

47-B4. ELECTRIC ENGINES IN CONSIST

All trains, except scheduled Amtrak and CDOT/Shore Line East trains, must not operate with an electric engine in their consist without permission of the Train Dispatcher.

The Dispatcher must notify the connecting dispatching district, division or railroad of any trains operating with electric engines in consist other than scheduled Amtrak and CDOT/Shore Line East trains

47-B5. NEW HAVEN PARCEL G

Employees who operate electric engines must not pass the sign on the Pit Track at Parcel G in New Haven without permission of the Mechanical Foreman. The sign is located to the right of the Pit Track.

72-B1. TRAIN INSPECTION DETECTORS

SI 72-S1 applies.

Type of Detector	Mile Post Location	Direction of Operation	Trk(s)	Recorder Location
RA HB/DED	79.0	East & West	1 & 2	East Haven
RA HB/DED	107.9	East & West	1 & 2	Soundview
RA HB/DED	127.8	East & West	1 & 2	Midway
RA HB/DED	154.3	East & West	1 & 2	Kenyons
RA HB/DED	168.7	East & West	1, 2 & 4	Davisville
RA HB/DED	183.5	East & West	3	Atwells
RA HB/DED	189.8	East & West	1, 2 & 7	Pawtucket
RA HBD	208.7	East & West	1 & 2	Hawk

72-B2. WHEEL IMPACT DETECTORS

Wheel impact detectors are installed at the following locations. See SI 72-S8.

MP	Location	Tracks	Notes
201.5	Mansfield	1, 2	1
Note 1: Wheel Impact Load Detector on Track 2 equipped with Radio Alarm.			

92-B1. UNSCHEDULED TRAINS - TOWER 1

Unscheduled trains must not move up to the Tower 1 westward Home Signals (platform starter signals) without verbal permission from the Train Dispatcher.

94-B1. CALLING SIGNALS ON PUSH-PULL TRAINS

Rule 94(b) does not apply to push-pull trains operating in territory where Rule 562 is in effect (cab signals without fixed automatic block signals).

98-B1. NEW HAVEN: PARCEL G

Prior to moving equipment into or out of Parcel G, employees that have not worked in Parcel G within the preceding 6 months must have a documented job briefing with the Parcel G Operations Clerk. This job briefing may be held face to face or via telephone.

A certified Conductor who is qualified on the Metro-North Operating Rules required for operating in Parcel G and the physical characteristics of New Haven Terminal must ride all movements into and out of Parcel G. If the Engineer is on the leading end of the movement, the conductor must ride with the Engineer if at all possible.

101-B1. MOVEMENT WITHIN NEW HAVEN CDOT SHOP AREA

An on-ground crew member must immediately precede all movements within the shop area (Tracks 21 through 27 within the building).

This employee must be prepared to stop the move should personnel enter the movement area unexpectedly.

101-B2. FOULING POINT OF A TRACK

In addition to the fouling points of a track as indicated by NORAC Rule 101 (b), a yellow fouling pole/ marker is in service at the following location to identify the fouling points on adjacent tracks: Parcel G Yard.

104-B1. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

The following hand-operated switches are equipped with an electric lock. Permission to occupy Main Track, Interlocking or Controlled Siding must be obtained from the Dispatcher before lock is removed from keeper.

Locations	Switch	Notes
MP 88.9	No. 1 Trk to Whitfield Yard	2,3,10,11
MP 90.7	No. 1 Trk to Landon Lumber	2,3,10,11
MP 95.7	No. 2 to Clinton Siding	2,3,10,11
MP 96.6	No. 2 to Clinton Siding	2,3,10,11
MP 104.7	No. 3 Trk to Fortune Plastic	...
MP 105.2	No. 3 Trk to East Leg of Wye	7
MP 105.3	No. 3 Trk to Tilcon Siding	...
MP 105.6	No. 2 track to Yard Trk. 6	10, 11
MP 105.7	No. 3 Trk to Tilcon Siding	...
MP 115.7	No. 1 Trk to East Lyme Yard	10
MP 117.7	No. 2 Trk to Millstone Point	10
MP 119.7	No. 2 Trk to Hendell's	10
Shaws Cove	Facing point in No. 1 Trk to Minor Alexander Ind	1,2,5
New London	Trailing point (when operating east on No. 2 Trk) connecting No. 2 Trk to NEC Trk No. 6.	2,3
MP 127.6	No. 1 to Midway Yard (Facing point when operating east)	2,3,10,11
Mystic River	No. 1 Trk to Mystic Yard	5,6
MP 141.7	No. 1 Trk to Westerly Yard	10
MP 149.9	No. 2 Trk to Hot Box Trk	2,3,10,11
MP 157.8	No. 3 Trk Facing Point to Lumber West	2,3,10

Locations	Switch	Notes
MP 158.1	No. 3 Trk Trailing Point to Lumber East	2,3,10
MP 170.9	No. 1 Trk to East Greenwich Yard	2,3,10,11
MP 174.5	No. 1 Trk to Gannon Chemical	2,3,10,11
1000 feet east of MP 179	No. 3 Trk to Wellington Siding (facing point when operating east)	...
645 feet west of MP 180	No. 3 Trk to Wellington Siding (trailing point when operating east)	...
2972 feet west of MP 181	No. 3 Trk to Spaulding Brick Co. (facing point when operating west)	...
MP 184.2	No. 3 Trk to Capco Steel (Rag Switch)	…
MP 184.7	No. 7 Trk to Yard 17 Trk (ALCO Sw)	...
MP 187.9	No. 2 Trk to Patch	2,3,10
MP 193.9	No. 4 Trk to East Jct Yard	2,3,8,9
MP 194.3	No. 4 Trk to East Jct Branch	2,3
MP 197.9	No. 4 Trk to Forte Fiber	2,3
MP 202.5	No. 1 Trk to Zayre	2,4,10, 11
MP 204.2	No. 1 track to Blaines Chemical	2,3,10,11
MP 204.2	No. 2 track to Merken's Chocolate	2,3,10,11
MP 216.2	No. 1 Trk to west end Rte 128 Ind Park	2,3,10,11
MP 217.1	No. 1 Trk to east end Rte 128 Ind Park	2,3, 10, 11
Note 1: Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch.		
Note 2: To enter side Trk from Main Trk, train must occupy Trk circuit which extends 50 ft. from point of switch, before switch can be opened.		
Note 3: After permission has been obtained from the Dispatcher or Operator, switch lock may be removed as follows: Depress treadle on electric lock to remove switch lock. After switch lock has been removed from keeper, approximately thirty (30) seconds must elapse before electric lock can be released. After electric lock releases, step on bottom treadle to release handle of switch mechanism. Switch lock must be replaced in keeper after switch is returned to normal position for restoration of signals.		
Note 4: The requirements of **Note 3** apply, except a period of two minutes will elapse before the electric lock can be released.		
Note 5: Controlled by Train Dispatcher on duty as listed in SI 900-B1.		

Locations	Switch	Notes
Note 6: After permission has been obtained from the Dispatcher or Operator, switch lock may be removed as follows: Depress treadle on electric lock to remove switch lock. After lock is removed, request unlock from dispatcher on duty. Inform dispatcher when switch is reversed. After move is completed, inform dispatcher when switch is normal and padlocked		
Note 7: All independent derails must be in derailing position to unlock main Trk switch & allow Trk circuit to show unoccupied.		
Note 8: To enter side Trk from Main Trk, No. 4 Trk switch must first be opened to unlock hand operated split point derail switch, after which derail can be lined for train movement. After train is clear of derail, the derail must be restored to the derailing position before No. 4 Trk switch can be closed and locked.		
Note 9: To leave side Trk, Trk 4 switch must first be opened to unlock hand operated split point derail switch, after which derail can be lined for train movement. Derail must be restored to the derailing position before Trk 4 switch can be closed and locked.		
Note 10: Switch equipped with spring frogs.		
Note 11: Switch and derail each equipped with electric lock. Switch locks must be removed from both switch and derail before either is operated. After movement is completed, the switch must be restored to the normal position and derail to the derailing position before inserting switch lock at switch or derail.		

104-B2. NORMAL POSITION OF SWITCHES AND CROSSOVERS AT SPECIFIED LOCATIONS:

Switch location	Connecting	With	Normal Position is for Movement	Note
West Class Yard	West Class Yard	Thorofare	Thorofare	...

119-B1. EXCESSIVE DIMENSION CARS

All cars exceeding Plate C are to be considered excessive dimension cars on the NHB Line. Train crews handling such cars must not occupy an Amtrak main track or running track until the Conductor or Engineer has communicated with the Dispatcher and ensured that the Dispatcher has received the required restricted car information.

132-B1. TRACKS AND SWITCHES OUT OF SERVICE

The tracks and switches listed below are out of service for train movements, except when such movements are personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars.

If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last IMCS & Capital Delivery Department employee to use the switch must spike the switch to prevent its accidental use.

Location	Track/Switch
Shore Line Jct	Thorofare
Branford Int	Branford Yard
MP 97.5	Chesebrough Warehouse

Location	Track/Switch
MP 103.7	Donnelly's
MP 105.6	Track 6
MP 119.7	Hendell's
Midway	Track 6
MP 141.7	Westerly Yard
Pawtucket Int	Turnkey Industrial Track
MP 204.2	Blaine's Chemical

132-B2. MARKED BRIDGES

In the application of Special Instruction 132-S2, bridge markers conforming to the milepost location have been placed at the following locations:

Bridge Name	MP	Bridge Name	MP	Bridge Name	MP
Montowese Street	81.71	McCurdy Road	107.99	Canal St.	141.23
Totoket Road	83.43	Mile Creek Road	108.58	Ten Rod Rd	165.74
Thimble Island Road	84.59	Cross Lane	110.57	Farmway	167.47
Leetes Island Road	85.79	Champions Road	111.87	Clyde Rd.	174.06
New Quarry Road	86.01	Giant Neck Road	113.09	Apponaug Cove	174.35
Sachems Head Road	87.61	Black Point Road	114.89	Lincoln Ave	177.6
Boston Post Road	91.01	Gardineers Wood Road	117.99	South Main St.	196.85
Mungertown Road	91.29	Pequot Avenue	121.93	Mill St.	196.95
Bishop Crossing	93.8	Walbach Street	122.03	Park St.	197.1
North High Street	96.42	State Pier Road (Winthrop Cove)	123.34	Peck St.	197.37
Hull Street	96.72	State Pier Road	123.66	Canton St	211.76
Pond Meadow Road	100.95	Poquonnock Road	126.22	-	-
Elm Street	104.44	South Road	127.01	-	-

138-B1. PUBLIC CROSSINGS AT GRADE

- **Column 1:** Apparatus provided to automatically interrupt operation of highway crossing protection, including motion sensing detectors and/or predictors. Rule 138(g) (3) applies

- **Column 2**: Apparatus provided to interrupt operation of crossing protection manually by manipulation of a lever, plug or push button generally located on the signal control case close to the crossing.
- **Column 3**: Circuitry will automatically interrupt crossing protection when switches, located within the activation circuit of the crossing, are reversed. After protection has been interrupted, trains must not occupy the crossing until the protection has been operating for at least 20 seconds, or if equipped with gates, they are in the horizontal position.

MP	CROSSING	TRACKS	1	2	3	NOTES
120.2	Miner Lane	1 & 2	...	...	X	4
122.5	Bank St. Extension	1 & 2	X	X	...	...
122.8	State St.	1 & 2	...	X	...	...
		NECR Conn	...	...	...	...
123.0	Governor Winthrop Blvd	1 & 2	X	...	...	1
		NECR Conn	...	...	...	2
131.2	School St.	1 & 2	...	...	...	4,5,7
132.3	Broadway Extension	1 & 2	...	X	...	4,7
133.4	Latimer Point Rd	1 & 2	...	X	...	4,7
134.9	Wamphassuc	1 & 2	...	...	...	4,7
136.6	Walkers Dock	1 & 2	...	X	...	3
136.7	Freemans Island	1 & 2	...	X	...	3
140.6	Palmer St.	1 & 2	X	X	...	4,6,7

Note 1: Eastward trains making station stop at New London must stop west of CC sign located 740 feet west of MP 123.

Note 2: Color light dwarf signals in service on C.V. connection track 50 feet east and west of crossing. These are GATE INDICATOR signals for the crossing apparatus. After 30 seconds, if the yellow aspect is not displayed, trains must approach the crossing prepared to stop and must provide protection if gates are not horizontal.

Note 3: In conjunction with multiple whistle posts associated with Walkers Dock & Freemans Island, trains must sound one sequence of engine whistle signal 19(b) until the last crossing is occupied.

MP	CROSSING	TRACKS	1	2	3	NOTES
Note 4: "Smart crossing" equipped with 4 quadrant gates (a highway vehicle gate on each corner of the highway/rail intersection) and a vehicle detection system installed between the gates. Crossing is interconnected with the cab signal system and has the ability to downgrade the cab signals in accordance with Rule 553. When a train is approaching the crossing, the highway warning system will start to operate, causing the warning lights to flash and all gates to come down. If, within predetermined distance and time, all gates are not down or the vehicle detection system does not show clear, the approaching train's cab signal will drop to Restricting immediately. Approaching trains receiving such downward cab signal changes must approach the crossing prepared to stop. If conditions change before the crossing is reached, the cab signal may change to a more favorable aspect, and trains will be governed by Rule 553. Trains with inoperative cab signals must approach crossing prepared to stop, including trains operating on a Clear to Next Interlocking Signal, Rule 280a. **(At School Street, the approaching train's cab signals will quickly downgrade one aspect at a time until it reaches Restricting.)**						
Note 5: Westward trains making station stop at Mystic Station must stop east of "CC" sign located approximately 150 feet west of Broadway Extension, MP 132.3.						
Note 6: Westbound trains stopping at Westerly Station must not exceed 70 MPH passing MP 142 and must not exceed 55 MPH between Westerly and Palmer St. Crossing.						
Note 7: Designated a Quiet Zone.						

138-B2. HIGHWAY CROSSING WARNING - GOV. WINTHROP BLVD (MP 123.0) (Track 6 - NECR Connection)

Due to a continuous rusty rail condition on Track 6 - NECR Connection at Gov. Winthrop Blvd MP 123.0, crews operating over this crossing on track 6 only must comply with the requirements in item 1 of Rule 138 part "c" Stop, make certain that a crew member provides on ground warning at the crossing, then proceed not exceeding 15 MPH until the leading end operates through the crossing.

138-B3. HIGHWAY CROSSINGS AT GRADE – SINGLE LITE OR MULTIPLE LITE ENGINES

Unless otherwise instructed by Bulletin Order or Form D line 13, all single lite or multiple lite engines must stop and provide on-ground warning at highway grade crossings equipped with automatic warning devices, unless:

1) The automatic warning device has been operating at least 20 seconds,

   OR

2) If equipped with gates, they are in the horizontal position.

The leading end of the movement must not exceed 15 MPH over the crossing.

140-B1. FOULING AT SWITCH LOCATIONS – TOWER 1 INTERLOCKING

Due to the complexity of Tower 1 interlocking, the "A" and "B" end of switches ("A" end meaning west end of switch, "B" end meaning east end of switch) can be used as a track designation when fouling within the interlocking where A-end or B-end switch labels are also clearly marked on switches in the field.

175-B1. "60 MPH SLOW BY" SPEED RESTRICTION

In the application of SI 175-S2, the "60 MPH Slow By" speed restriction may be issued via TSRB in lieu of a Form D on the NHB Line.

When the speed restriction is issued by TSRB:

1) The restriction will apply to the entire train.

2) No start or end times for the restriction will apply.

3) The restriction will remain in effect until cancelled.

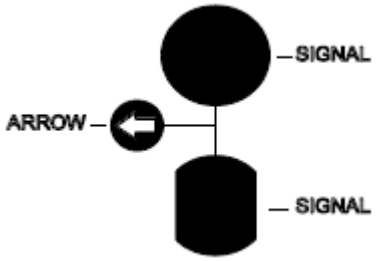
242-B1. IMPERFECTLY DISPLAYED SIGNALS

The most restrictive signal aspect of the signals described below is “Restricting”.

Interlocking	DIRECTION / TRACK / LOCATION
Shaws Cove	Dwarf signal governing eastward movements on Track 6 (NECR Lead) at the east end of interlocking.
Stony	Signal governing westward movements on Track 3 at the west end of interlocking (at the “Begin/End Signal Territory” sign).
Malcolm	Signal governing westward movements on Track 4 at the west end of interlocking.
Pawtucket	Signal governing eastward movements on Track 4 at the east end of interlocking leading to the Pawtucket Layover Facility.

277-B1. MILL RIVER INTERLOCKING

A white arrow is in service on the eastward home signals on Nos. 1, 2, & 4 Trks at Mill River. Illuminated arrow indicates that the route is lined to the Springfield Mainline.
Amtrak trains scheduled for the NHB Line must stop their train as soon as safe train handling will permit if the arrow signal is illuminated and contact the Shoreline Dispatcher immediately for instructions.



555-B1. FREIGHT TRAINS WITH INOPERATIVE CAB SIGNALS

Freight trains with inoperative cab signals must not exceed 30 MPH while operating under Rule 554 or 556. In territory where Rule 562 is in effect, freight trains with inoperative cab signals must not exceed 30 MPH while operating between the distant signal and the home signal to each interlocking, whether operating under Rule 280a (Clear to Next Interlocking signal), or Rule 563 (Form D Authorization for Movement in Rule 562 Territory).

580-B1. ACSES TERRITORY

PTC Rules 580 through 590 and all ACSES related Special Instructions are in effect on all main tracks and controlled sidings between Mill River and the eastern limits of Cove interlocking as per SI 240-B1. The controlling engine of all trains operating in this territory must be equipped with on-board ACSES apparatus that is cut in and operative, except when destined to or from the Worcester Main Line or failure occurs en route.

Positive stop at Cove enforced eastbound on all tracks except tracks 5 and 7. Positive stop is not in service westbound at Cove.

583-B1. ACSES POSITIVE STOP: RADIO RELEASE

ACSES Positive Train Stop (PTS) radio release is in service for all interlocking home signals located within or adjacent to ACSES equipped territory.

586-B1. SHAWS COVE INT - REVERSING DIRECTION ON TRK 6 (NECR LEAD)

When an eastbound train will be reversing direction on Track 6 (NECR Lead) at New London, it must stop with its east end adjacent to Catenary Pole 122-126, in order to clear the ACSES transponder located east of the high-level platform between Tracks 2 & 6.

When reversing direction on Track 6 to proceed west, the train must operate at least 5 MPH, but not exceeding 10 MPH, over the transponder in order to ensure that ACSES will indicate current wayside conditions, including enforcement of a Positive Stop, when necessary at the westbound dwarf signal on Track 6.

900-B1. DISPATCHERS: ASSIGNED TERRITORIES

Phone numbers can be found in System Special Instruction 714-S1.

Daily Weeknight (Third Trick) Modifications		
DISPATCHER	**TERRITORY**	**DAYS/TIMES**
New London	Conn (inclusive) to Mystic River (inclusive)	Sunday through Friday 11 p.m. to 7 a.m.
South County	Mystic River (exclusive) to Cranston (exclusive)	Sunday through Friday 11 p.m. to 7 a.m.
Main Line	Cranston (inclusive) to Junction (exclusive)	Sunday through Friday 11 p.m. to 7 a.m.

Weekend Modifications		
DISPATCHER	**TERRITORY**	**DAYS/TIMES**
Shoreline	Division Post MP 72.9 to Mystic River (inclusive)	Friday 11 p.m. to Sunday 11 p.m.*
New London	May Work Conn (inclusive) to Mystic River (exclusive). See Note*	Friday 11 p.m. to Sunday 11 p.m.*
South County	May Work Mystic River (exclusive) to Cranston (exclusive). See Note*	Friday 11 p.m. to Sunday 11 p.m.*

Weekend Modifications		
DISPATCHER	**TERRITORY**	**DAYS/TIMES**
Main Line	Mystic River (exclusive) to Junction (exclusive).	Friday 11 p.m. to Sunday 11 p.m.*
Corridor	Junction (inclusive) to Cove (exclusive).	Friday 11 p.m. to Sunday 11 p.m.*
Dorchester	Cove (inclusive) to Boston (South Station).	Friday 11 p.m. to Sunday 11 p.m.*
Terminal	(Territory controlled by Dorchester Dspr).	Friday 11 p.m. to Sunday 11 p.m.*
***During periods of construction, the New London and/or South County Dispatchers may work on weekends**. Trains and personnel working between Cranston and Conn between 11 p.m. Fridays and 11 p.m. Sundays should contact the dispatching office to verify the Dispatcher's assigned territory.		

All Other Times		
DISPATCHER	**TERRITORY**	**DAYS/TIMES**
Shore Line	Division Post MP 72.9 to Conn (exclusive).	Sunday 11 p.m. to Friday 11 p.m. (See Notes for modifications)
New London	Conn (inclusive) to Mystic River (inclusive)	Monday to Friday, 7 a.m. to 3 p.m.
	Conn (inclusive) to Kingston (exclusive)	Monday to Friday, 3 p.m. to 11 p.m.
South County	Mystic River (exclusive) to Cranston (exclusive)	Monday to Friday, 7 a.m. to 3 p.m.
Main Line	Cranston (inclusive) to Junction (exclusive)	Monday to Friday, 7 a.m. to 3 p.m.
	Kingston (inclusive) to Junction (exclusive)	Monday to Friday, 3 p.m. to 11 p.m.
Corridor	Junction (inclusive) to Cove (exclusive)	Sunday 11 p.m. to Friday 11 p.m. (See Notes for modifications)
Terminal	Cove (inclusive) to Boston (South Station). (See Weekend Modification).	Sunday 11 p.m. to Friday 11 p.m. (See Notes for modifications)

940-B1. CONDUCTORS & ASSISTANT CONDUCTORS – RESPONSIBILITIES INVOLVING EXTERIOR DOOR OPERATION

Crew Duties

To facilitate the operational safety of employees and customers, Amtrak crews must comply with the requirements of Amtrak's Service Standards Manual and applicable Amtrak Employee Safety Rulebook rules in effect.

All passenger crews operating on Amtrak-Controlled Territory must adhere to the following:

Operation

- Unless otherwise delegated to another crew member during an initial or subsequent job briefing, the conductor will be responsible for exterior door operation.
- The movement of in-service passenger equipment with an open or unsecured exterior passenger car door is prohibited.
- Damaged or malfunctioning side doors must be secured closed and locked out from use.

  If more than one door on the same car is locked out, that car may not be occupied for passenger service.
- Crews may not permit passengers to occupy the vestibules with them, while the train is preparing for departure, or a station stop.
- Passenger trains in operation with an open door must stop in a manner consistent with safe train handling and ensure all exterior doors are properly secured closed before resuming movement.

For purposes of this instruction, the term "in-service" means passenger equipment released from inspection in good working order and is suitable for passenger occupancy, whether occupied or not.

Arrivals

- Upon arrival at a station, after the train has stopped, the designated crew member must open their door locally and determine that all doors intended to be opened are appropriately platformed, before keying open any other doors.
- Traps must remain latched and closed until the train comes to a complete stop on the platform.
- If spotting of the train is required, crews should adhere to proper station stop markers for their equipment type. If no markers are present, the designated employee must spot the train through use of the exterior door window, or the train must stop prior to the appropriate platform location so that the designated crew member may convey the distance to be operated; then close the door in order to proceed, unless a bi-level (top and bottom or "Dutch door") is available for use. Then, the bottom portion of the door must remain closed while spotting the train.
- Engineers must be vigilant in their inspection of platforms as they approach station locations, to provide for passenger and employee safety.

Departures

Prior to station departures the conductor or designated crew member must ensure from their local door that all passengers are safely on board the train or on the platform and that all other exterior doors are closed. Once the local door is also closed, permission to proceed may be granted.

DORCHESTER BRANCH (DB)

DB Line Station Page

STATIONS		MP	INT	PS	NOTES
TRANSFER	**R**-Corridor TD (Main Line-New Haven to Boston)	218.5	X	...	...
TRANSFER, exclusive to SOUTH BAY, exclusive. Keolis Territory - (See Dorchester Branch Keolis Commuter Rail Services)		..	…	…	…

STATIONS		MP	INT	PS	NOTES
SOUTH BAY	**R**-Dorchester TD	227.0	X	...	...
LOOP	**R**-Dorchester TD (Amtrak Runner)	227.4	X	...	1
BROAD	**R**-Dorchester TD	227.6	X	...	2
TOWER 1	**R**-Terminal TD (Main Line-New Haven to Boston)	228.0	X	...	3
Mile Post distances are measured from New York, GCT (MNR). The direction from Tower 1 to Transfer is West. MBCR territory between Transfer and South Bay shown as information only.					
Note 1: Running track “Amtrak Runner” extends from switch to Southampton St. Yard Lead to the west limits of Loop. The Dorchester Train Dspr is in charge of Amtrak Runner.					
Note 2: Equipped with moveable point frogs. See SI 80-S1.					
Note 3: Equipped with slip switches. See SI 80-S1.					

240-D1. SIGNAL RULES and CURRENT OF TRAFFIC.

On tracks where Rule 261 is in effect, ABS Rules and CSS Rules 550 through 561 are in effect for movements in both directions.

Int. indicates interlocking rules in effect.

Between	Tracks from South to North		Notes
	2	1	
Tower 1 & Broad	261	261	1, 2
Broad & South Bay	261	261	1
Broad & Loop: Tracks 10 & 12	Int	Int	...
Note 1: CSS Rules not in effect.			
Note 2: Interlocking Rules in effect on Station tracks 1 through 13 between Tower 1 and Boston. Station tracks 1 through 13 are designated Main tracks.			

37-D1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in bold type are speed restrictions. Maximum equipment speeds and Train type definitions are listed in SI 37-S5 and must not be exceeded.

Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.

37-D1. PASSENGER TRAINS MAXIMUM SPEEDS

PASSENGER TRAINS			
Between/At	Tracks		
	No. 1	No. 2	Other
West Limits South Bay & Broad	20	20	...
Loop & Broad: Tracks 10 & 12	...	...	15
Broad & West Limits Tower 1	15	15	...
West Limits Tower 1 & Boston	10		

37-D1. FREIGHT TRAINS MAXIMUM SPEEDS

FREIGHT TRAINS			
Between/At	Tracks		
	No. 1	No. 2	Other
West Limits South Bay & Broad	20	20	...
Loop & Broad: Tracks 10 & 12	...	...	5
Broad & West limits Tower 1	5	5	...
West Limits Tower 1 & Boston	10		

37-D2. MAXIMUM SPEEDS-OTHER TRACKS

Location	Tracks	Restricted Speed not Exceeding
Between Loop & South Bay	Wet Loop & Dry Loop	5 MPH
Loop	Amtrak Runner	5 MPH
Southampton St. Yard	All Tracks	5 MPH
Between Broad & Cove	Wye Connector	10 MPH
Drop Table	S&I Track 7	2 MPH
Wheel Machine	S&I Track 3	2 MPH

1-D2. SOUTHAMPTON ST. YARD: SOUTHAMPTON ST. YARD BULLETIN / OPERATING INSTRUCTIONS – SOUTHAMPTON ST. YARD

Yard Bulletins will be issued for Southampton St. Yard and the Boston Terminal area as necessary and will contain instructions for crews who will operate in this location. They will be numbered consecutively and will remain in effect until superseded by the next Yard Bulletin.

Yard Bulletins do not modify or supersede any operating rule or special instruction. Employees will be governed by the most recent operating rule and/or special instruction in effect if any conflicting information exists. Employees who will operate within these yards must familiarize themselves with the current Yard

Bulletin and comply with its instructions. If no Yard Bulletin is posted, employees must contact the appropriate employee in charge for instructions.

System Operating Practices will reissue the Yard Bulletin as necessary.

40-D1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum height of the engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 for equipment authorized to operate on the NEC.

Notes shown in parentheses in the location column are defined at the end of the table.

Location	Tracks		
	2	1	Other
Tower 1 & Broad, all tracks	4	4	4
Broad & West Limits South Bay	5	5	...
Southampton Street Yard, all tracks	...	...	5
High Speed Rail S&I Building, Trks 6 & 7	...	...	2
Conventional Equipment S&I Building, Tracks 4 & 5 (a)	...	...	3
Note: **(a)** Amtrak Non-Powered Control Units 406, 90200-90415 & GP38 H-3 engines 520-527 may operate on tracks 4 & 5.			

98-D1. CONTROL OF YARD TRACKS

Southampton St. Yard - Car Shop and Locomotive Servicing Tracks

Authority of the employee named must be obtained before any movement is made. Prior to authorizing movement into the HSR maintenance building on track 7, the High-Speed Rail Supervisor must ensure that the track is unobstructed and otherwise secured for movement.

TRACKS	CONTROLLED BY	RADIO CHANNEL	TRACK DESIGNATION
Tracks 1, 2 & 3 between the hand-operated blue signal derails located at the east and west ends of the Locomotive and Coach Repair Shop.	Mechanical Supervisor, Southampton St. Yard	042-042	Locomotive Servicing and Car Shop Repair Track Area
Tracks 4 & 5 between hand-operated blue signal derails located approximately 75 feet west of the Service and Inspection building to hand-operated blue signal derails located approximately 50 feet east of the Service and Inspection building.	Mechanical Supervisor, Southampton St. Yard	042-042	Locomotive Servicing and Car Shop Repair Track Area

TRACKS	CONTROLLED BY	RADIO CHANNEL	TRACK DESIGNATION
Tracks 6 & 7 between hand-operated blue signal derails located approximately 25 feet on either side of the High-Speed Rail Maintenance Building.	Supervisor, High Speed Rail, Southampton St. Yard	095-095	Locomotive Servicing and Car Shop Repair Track Area
All other tracks	Southampton St. Yardmaster	023-023	…

104-D1. NORMAL POSITION OF SWITCHES AND CROSSOVERS AT SPECIFIED LOCATIONS

Switch Location	Connecting	With	Normal Position is for Movement	Note
South Bay Psgr. Yard, East End Wet Loop, 250 ft. west of Loop	Wet Loop	Regular Loop	To Wet Loop	…
South Bay Psgr. Yard, East End 31A Switch	Runner	Old Colony Outbound	To the Runner	1
Amtrak Running Track, 100 feet east of the 31 Switch at Cabot	Amtrak Running Track	S&I 3 (Fuel) Track	To the Amtrak Running Track	…
Note 1: Switch must be locked in the normal position.				

119-D1. EXCESSIVE DIMENSION CARS

All cars exceeding Plate C are to be considered excessive dimension cars on the DB Line. Train crews handling such cars must not occupy an Amtrak main track or running track until the Conductor or Engineer has communicated with the Dispatcher and ensured that the Dispatcher has received the required restricted car information.

138-D1. GRADE CROSSINGS WITH AUTOMATIC PROTECTION AND/OR SPECIAL REQUIREMENTS

Grade crossing equipped with automatic warning devices in service at east end of Southampton St. MBTA S&I Building (MP 227.3) on Nos. 1 and 2 tracks Dorchester Branch. This crossing is designated “MBTA S&I East Crossing,” and is located within the limits of Loop (see S.I. 138-S2).

138-D2. PUBLIC CROSSINGS AT GRADE

MP	CROSSING	TRACKS	NOTES
227.0	Widett Circle	Wet & Dry Loop Tracks	1
Note 1: Rule 138(g) (2) applies: A train must not foul the crossing until it is ascertained that the warning devices have been operating at least 20 seconds. If the automatic highway crossing warning is not operating, the movement must not be made until warning is provided by on-ground personnel. Notification must be made to the Dorchester Dispatcher in accordance with S.I. 138-S4.			

706-D1. RADIO CHANNELS

Within Southampton Street Yard, the following radio channels must be used:

- Movements on Amtrak Runner and DTMF Radio Switch Operation: 063-063
- Switching operations: 023-023
- Mechanical Department operations: 042-042
- High Speed Rail operations: 095-095

900-D1. DISPATCHERS: ASSIGNED TERRITORIES

Phone numbers can be found in System Special Instruction 714-S1.

DISPATCHERS: ASSIGNED TERRITORIES

FRI 11:00PM – SUN 11:00PM	
DISPATCHER	**TERRITORY**
Dorchester	Boston (South Station) to South Bay (inclusive).
All Other Times	
DISPATCHER	**TERRITORY**
Terminal	Boston (South Station) to Tower 1 (inclusive).
Dorchester	Tower 1 (exclusive) to South Bay (inclusive).

MIDDLEBORO MAIN LINE (MM)

MM Line Station Page

STATIONS		MP	INT	PS	NOTES
BOSTON	(South Station)	0.0	...	X	...
TOWER 1	**R**-Terminal TD	0.2	X	...	2
BROAD	**R**-Dorchester TD	0.6	X	...	1
LOOP	**R**-Dorchester TD	0.8	X	...	1
Begin/End PTC Sign		0.63	...	...	4
CABOT	**R**-Dorchester TD	1.0	X	...	3
The direction from Boston to Cabot is West. Mile Post distances are measured from Boston.					
Note 1: Interlocking rules apply on Track 14 only.					
Note 2: Equipped with slip switches. See SI 80-S1.					
Note 3: Tracks north to south are numbered 1 and 2 within the interlocking.					

STATIONS	MP	INT	PS	NOTES
Note 4: On Track 16 at MP 0.63, adjacent to the eastbound home signal for Broad on Track 14, an “END PTC” sign is installed governing eastbound moves and a “BEGIN PTC” sign at the same location governs westbound moves.				

240-O1. RULES IN EFFECT

On tracks where Rule 261 is in effect, ABS Rules and CSS Rules 550 through 561 are in effect for movements in both directions except as exempted by SI 580-S2.

Between	Tracks				Notes
	No. 1	No. 2	No. 14	No. 16	
Tower 1 & East Limits of Cabot Int	…	…	261	…	1
Tower 1 & Begin/End PTC Sign	…	…	…	261	1
Begin/End PTC Sign & East Limits of Cabot Int	…	…	…	261	…
Cabot Int	Int	Int	…	…	2
Note 1: CSS and ACSES rules not in effect.					
Note 2: CSS and ACSES rules are in effect in Cabot Interlocking					

37-O1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

37-O1. PASSENGER TRAINS MAXIMUM SPEEDS

Passenger Trains					
Between/At	Tracks				
	No. 1	No. 2	No. 14	No. 16	Other
West Limits Tower 1 & East limits Cabot Int.	…	…	20	…	…
West Limits Tower 1 & Begin/End PTC Sign	…	…	…	20	…
Begin/End PTC Sign & East limits Cabot Int	…	…	…	30	…
Cabot Int.	30	30	…	…	…

37-O1. FREIGHT TRAINS MAXIMUM SPEEDS

Freight Trains					
Between/At	Tracks				
	No. 1	No. 2	No. 14	No. 16	Other
West Limits Tower 1 & East limits Cabot Int.	…	…	10	10	…
Cabot Int.	10	10	...	...	...

20-O1. ENGINE BELL: LOOP TO CABOT

The engine bell must be sounded continuously between Loop and Cabot.

116-O1. LOCATION OF ENGINEER

Location of Engineer: The engineer must operate from the leading end of the movement when equipped with an operating compartment, cab car or properly pointed locomotive while operating on the:

- Dorchester Branch
- Middleboro Main Line
- Within the Southampton Street Yard.

Exception: Engineer may only operate from other than the leading end of the movement with permission from the Train Dispatcher.

900-O1. DISPATCHERS: ASSIGNED TERRITORIES

Phone numbers can be found in System Special Instruction 714-S1.

DISPATCHERS: ASSIGNED TERRITORIES

FRI 11:00PM – SUN 11:00PM	
DISPATCHER	TERRITORY
Dorchester	Boston (South Station) to Cabot (inclusive).
All Other Times	
DISPATCHER	TERRITORY
Terminal	Boston (South Station) to Tower 1 (inclusive).
Dorchester	Tower 1 (exclusive) to Cabot (inclusive).

MAIN LINE-MILL RIVER TO SPRINGFIELD (MRS)

MRS Line Station Page

STATIONS		MP	INT	PS	NOTES
MILL RIVER	**R**-Shore Line TD (Main Line-New Haven to Boston)	1.5	X	...	...
CEDAR	**R**-Springfield Line TD (North Haven Thorofare CSX)	7.0	X	...	...
WALLINGFORD		13.0	...	X	...
HOLT	**R**-Springfield Line TD	16.6	X	...	...
MERIDEN		18.6	...	X	…
BERLIN		25.9	...	X	…
WILLOW	**R**-Springfield Line TD	26.6	X	…	…
WOOD	**R**-Springfield Line TD	33.4	X	...	...
HARTFORD		36.6	...	X	...
HART	**R**-See SI 900-M1	37.2	X	...	…
MIDLAND	**R**-See SI 900-M1	39.1	X	...	…
WINDSOR STATION		42.9	...	X	1
HAYDEN	**R**-See SI 900-M1	46.3	X	...	...
WINDSOR LOCKS		47.4	...	X	...
FIELD	**R**-See SI 900-M1	54.7	X	...	...
STATE LINE	(CT-MA)	55.8	...	...	...
SWEENEY	**R**-See SI 900-M1 (CRML)	61.7	X	...	...
SPRING	**R**-See SI 900-M1 (CRML)	62.0	X	...	...
SPRINGFIELD		62.0	...	X	...
Mile Post distances are measured from New Haven. The direction from Mill River to Springfield is northward.					
Note 1: Rule 121. E applies on No.1 and No.2 tracks.					

240-M1. SIGNAL RULES and CURRENT OF TRAFFIC

261: On tracks where Rule 261 is in effect, ABS Rules and CSS Rules 550 through 561 are in effect for movements in both directions.

562: On tracks where Rule 562 is in effect, Rule 261, ABS Rules and CSS Rules 550 through 563 (except Rules 554 and 556) are in effect for movements in both directions.

ACSES Rules: PTC Rules 580-590 and all ACSES. Special Instructions are in effect for movements in both directions between Mill River and Sweeney inclusive.

Between	Tracks from East to West				Notes
	4	2	1	Single	
Mill River & Wood	...	562	562		
Wood & Hart	…	...	...	562	...
Hart & Midland	562	562	562	…	…
Midland & Hayden	…	562	562	…	…
Hayden & Field	…	...	...	261	...
Field & Sweeney	…	261	261	...	2
Sweeney & CP98 (CSX)	...	...	261	...	1
Sweeney & Spring	...	261	...	...	...
Note 1: On Track 10, Rule 261 & ABS Rules in effect, CSS not in effect.					
Note 2: ACSES. Positive Stop not enforced southbound at Sweeney except Southward Home Signal on Trk 2 (SIG 2S) when facing point switches are out of correspondence.					

37-M1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in bold type are speed restrictions. Maximum equipment speeds and Train type definitions are listed in SI 37-S5 and must not be exceeded.

Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.

PASSENGER TRAIN TYPE “A”, “B”, "C" & "D" SPEEDS																
Between/ At	TRAIN TYPE "A"				TRAIN TYPE "B"				TRAIN TYPE "C"				TRAIN TYPE "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	Single	No. 1	No. 2	Other	Single	No. 1	No. 2	Other	Single	No. 1	No. 2	Other	Single	No. 1	No. 2	Other
Mill River & MP 3	...	60	60	...	...	60	60	...	...	60	60	...	...	60	60	
Nos. 3 & 5 Trks. Mill River Int.	...	...	...	35	...	...	...	35	...	...	...	35	...	...	...	35
MP 3 & Cedar	...	80	80	...	...	80	80	...	...	80	80	...	...	80	80	...

PASSENGER TRAIN TYPE “A”, “B”, "C" & "D" SPEEDS																
Between/ At	TRAIN TYPE "A"				TRAIN TYPE "B"				TRAIN TYPE "C"				TRAIN TYPE "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	Single	No. 1	No. 2	Other	Single	No. 1	No. 2	Other	Single	No. 1	No. 2	Other	Single	No. 1	No. 2	Other
Cedar & Toelles Road (MP 10.6)	...	90	90	...	...	90	90	...	...	90	90	...	...	80	80	...
Toelles Road (MP 10.6) & MP 12	...	80	80	...	...	80	80	...	...	80	80	...	...	80	80	...
MP 12 & North Plains Highway (MP 13.8)	...	40	40	...	...	40	40	...	...	40	40	...	...	40	40	...
North Plains Highway (MP 13.8) & Pent Highway (MP 14.5)	...	60	60	...	...	60	60	...	...	60	60	...	...	60	60	...
Pent Highway (MP 14.5) & Holt	...	80	80	...	...	80	80	...	...	80	80	...	...	80	80	...
Holt & MP 18	...	60	60	...	...	60	60	...	...	60	60	...	...	60	60	...
MP 18 & North end of Cv at MP 19.5	...	30	30	...	...	30	30	...	...	30	30	...	...	25	25	...
North end of Cv at MP 19.5 & Berlin Sta (MP 25.9)	...	100	100	...	...	100	100	...	...	100	100	...	...	80	80	...
Cvs MP 21.5 & MP 21.8	**...**	**95**	**95**	**...**	**...**	**95**	**95**	**...**	**...**	**90**	**90**	**...**	**...**	**...**	**...**	**...**

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS																
Between/ At	TRAIN TYPE "A"				TRAIN TYPE "B"				TRAIN TYPE "C"				TRAIN TYPE "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	Single	No. 1	No. 2	Other	Single	No. 1	No. 2	Other	Single	No. 1	No. 2	Other	Single	No. 1	No. 2	Other
Cv MP 23.3	**...**	**95**	**95**	**...**	**...**	**95**	**95**	**...**	**...**	**90**	**90**	**...**	**...**	**...**	**...**	**...**
Cv between MP 24.7 & MP 25.9	**...**	**80**	**80**	**...**	**...**	**80**	**80**	**...**	**...**	**80**	**80**	**...**	**...**	**...**	**...**	**...**
Berlin Sta (MP 25.9) & Wood	...	110	110	...	...	110	110	...	...	110	110	...	...	80	80	...
Cv MP 27	**...**	**100**	**100**	**...**	**...**	**100**	**100**	**...**	**...**	**100**	**100**	**...**	**...**	**...**	**...**	**...**
Cv MP 27.78	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**105**	**105**	**...**	**...**	**...**	**...**	**...**
Wood & MP 36	80	...	...	...	80	...	...	...	80	...	...	...	80	...	...	...
Cv MP 35.3	...	...	...	...	...	...	...	...	...	...	...	...	70	...	...	...
MP 36 & North Portal of Albany Ave Tunnel	20	...	...	...	20	...	...	...	20	...	...	...	20	...	...	...
North Portal of Albany Ave Tunnel & MP 37.4	...	30	30	...	...	30	30	...	...	30	30	...	...	30	30	...
MP 37.4 & Midland	...	70	70	...	...	70	70	...	...	70	70	...	...	70	70	...
Hart and Midland: No 4 Trk	...	...	...	15	...	...	...	15	...	...	...	15	...	...	...	15
Midland & Hayden	...	80	80	...	...	80	80	...	...	80	80	...	...	80	80	...
Hayden & MP 47	80	...	...	...	80	...	...	...	80	...	...	...	80	...	...	...

PASSENGER TRAIN TYPE “A”, “B”, "C" & "D" SPEEDS																
Between/ At	TRAIN TYPE "A"				TRAIN TYPE "B"				TRAIN TYPE "C"				TRAIN TYPE "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	Single	No. 1	No. 2	Other	Single	No. 1	No. 2	Other	Single	No. 1	No. 2	Other	Single	No. 1	No. 2	Other
MP 47 & MP 49	50	...	...	...	50	...	...	...	50	...	...	...	50	...	...	...
Cv MP 48.1	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**45**	**...**	**...**	**...**
MP 49 & Field	80	...	...	...	80	...	...	...	80	...	...	...	80	...	...	...
Cvs-Br MP 49.4 & MP 50.7	**35**	**...**	**...**	**...**	**35**	**...**	**...**	**...**	**35**	**...**	**...**	**...**	**35**	**...**	**...**	**...**
Cvs MP 53.7 & Field	**70**	**...**	**...**	**...**	**70**	**...**	**...**	**...**	**70**	**...**	**...**	**...**	**70**	**...**	**...**	**...**
Field & MP 59	...	80	80	...	...	80	80	...	...	80	80	...	...	80	80	...
MP 59 & MP 61	...	60	60	...	...	60	60	...	...	60	60	...	...	60	60	...
Cv MP 59.1 & MP 59.6	**...**	**45**	**45**	**...**	**...**	**45**	**45**	**...**	**...**	**45**	**45**	**...**	**...**	**45**	**45**	**...**
MP 61 & Sweeney	...	20	20	...	...	20	20	...	...	20	20	...	...	20	20	...
Sweeney & CP98 (CSX)	...	10	...	...	...	10	...	...	...	10	…	...	...	10	...	...
Track 10	...	...	...	10	...	...	...	10	...	...	...	10	...	...	...	10
Sweeney & Springfield Station	...	...	10	...	...	...	10	...	...	...	10	...	...	...	10	...

FREIGHT TRAIN TYPE “E” SPEEDS				
Between/At	Tracks			
	Single	No. 1	No. 2	Other
Mill River & MP 3	...	30	30	...

FREIGHT TRAIN TYPE "E" SPEEDS				
Between/At	Tracks			
	Single	No. 1	No. 2	Other
Nos. 3 & 5 Trks. Mill River Int. 20 MPH	...	...	...	...
MP 3 & Cedar	...	50	50	...
Cedar & MP 9	…	40	40	...
MP 9.0 & MP 12.0	…	50	50	...
MP 12.0 & Ward St.	…	40	40	...
Ward St. and Parker St.	**…**	**25**	**25**	**...**
Parker St & Pent Highway	…	40	40	...
Pent Highway & Holt	…	50	50	...
Holt & MP 18	...	30	30	...
MP 18 & North end of CV at MP 19.5	...	25	25	...
MP 19.5 & MP 21	...	40	40	...
MP 21 & Willow	…	50	50	...
MP 24.0 & Willow (Northward movements only)	**…**	**40**	**40**	**...**
Willow & MP 29	…	50	50	...
MP 29 & MP 31	…	45	45	...
MP 31 & Wood	…	30	30	...
Wood & MP 36	50	...	...	...
MP 36 & Hart	10	...	...	...
Hart & Midland	…	50	50	…
Hart & Midland: No. 4 track	…	...	...	10
Midland & MP 43	…	45	45	…
MP 43 & Hayden	...	40	40	...
Hayden & MP 47	50	...	...	...
MP 47 & MP 49	30	...	...	...
MP 49 & Signal 53.0	50	...	...	...
Conn River Br MP 49.7 & MP 50	10	...	...	...
Cvs-Br MP 49.3 & MP 50.5	**30**	**...**	**...**	**...**
Signal 53.0 & Field	45	...	...	...
Cvs MP 53.7 & Field	**30**	**...**	**...**	**...**

FREIGHT TRAIN TYPE "E" SPEEDS				
Between/At	Tracks			
	Single	No. 1	No. 2	Other
Field & MP 59	...	50	50	...
MP 59 & MP 61	...	40	40	...
MP 61 & Sweeney	...	20	20	...
Sweeney & CP98 (CSX)	...	10	...	...
Track 10	...	...	...	10
Sweeney & Springfield Station	...	...	10	...

37-M2. SPEEDOMETER CHECKING: MEASURED MILES

The distance between the sets of Mile Posts listed below is a measured mile. White marker posts are installed on both sides of the tracks at locations marked with an asterisk (*).

*MP 3- *MP 4	*MP 15- *MP 16	*MP 32- *MP 33	*MP 57- *MP 58

37-M3. MAXIMUM SPEEDS - OTHER TRACKS

Location	Tracks	Restricted Speed not Exceeding
Between Mill River and Springfield	All Industrial Tracks	10 MPH
Cedar Hill Yard	Wash Track	5 MPH
Nickolock Siding	Nickolock Siding, Storage 1, Storage 2	5 MPH
Wallingford Station	Gauntlet Track	5 MPH
Meridian Yard	Tracks 1 & 2	5 MPH
Berlin Station	Gauntlet Track	5 MPH
Springfield Station	2A, 4, 6 & 8	5 MPH
Road Railer Siding	Road Railer	5 MPH
Meriden Station	Gauntlet track	5 MPH

A-M1. AMTRAK CREWS WYEING EQUIPMENT AT SPRINGFIELD

Amtrak Train and Engine service employees who wye their equipment at Springfield are governed by this instruction. Movements will be governed by signal indication and must not exceed 5 MPH on all Berkshire & Eastern (B&E) tracks north of the diamond and must contact the B&E Dispatcher at CPR1 on channel 094-070.

16-M1. BLUE SIGNAL PROTECTION - SPRINGFIELD STATION TRACKS: TRAINS EXTENDING BEYOND SPRING INTERLOCKING LIMITS (TRACKS 4, 6, 8)

The following blue signal protection procedures apply when protection is required on Springfield Station Tracks 4, 6, 8 and a portion of the train extends into or beyond Spring Interlocking.

Responsibility of All Mechanical Employees
Mechanical employees must not perform any work that requires blue signal protection until assured by the Mechanical Foreman or qualified craft employee in charge that blue signal protection has been provided.

Responsibilities of Mechanical Foreman or Qualified Craft Employee
Before authorizing or performing any work that requires blue signal protection, the requirements regarding Blue Signal Protection on Main Tracks must be complied with. If supplemental protection is desired, the Mechanical Foreman or qualified craft employee in charge may obtain additional protection by taking the following actions:

1) Contact the Springfield Line Train Dispatcher on radio channel to obtain “Supplemental Blue Signal Protection” on the required track. NOTE: The protection is considered “supplemental” because the law that governs blue signal protection on Main Tracks requires only actions 2 and 3 below.

2) Display a Blue Signal at each end of the equipment to be worked.

3) Attach a Blue Signal to the controlling engine(s) at a location where it will be clearly visible to an employee at the controls of that engine. After all work has been completed, the individual who requested the “Supplemental Blue Signal Protection” will check to see that all employees are in the clear, then call the Dispatcher to give up the protection.

Responsibilities of Springfield Line Train Dispatcher
The Springfield Line Train Dispatcher must take the following actions when granting “Blue Signal Protection”:

1) Before granting “Supplemental Blue Signal Protection”, the dispatcher must apply blocking devices to prevent the display of any signal leading to the affected track.

2) Once “Supplemental Blue Signal Protection” is granted, the dispatcher must not remove the blocking devices or authorize any equipment to enter the track until informed by the employee in charge of the workmen that the work has been completed.

3) The Dispatcher must immediately make a written record on the prescribed form of the application and removal of the blocking device protection. This record must be retained for 15 days following the date of removal.

34-M1. IDLING AND SHUTTING DOWN DIESEL LOCOMOTIVES: SPRINGFIELD

Locomotive head end power may only be generated in the normal position while detraining passengers, while engaged in turning the train and immediately prior to departure. Stand-by position will be used for boarding passengers 10 minutes prior to leaving time and while waiting for a signal while turning the train. While in the station, the following will apply:

- If the ambient temperature is above 45 degrees, engines may idle only in the low idle position for no longer than 30 minutes, after which they must be shut down.
- If the ambient temperature is below 45 degrees, engines may be idled continuously, but only in the low idle position.

When changing the mode of power on the head end power panel, the “stop” button must be pushed first, then switches positioned for the desired mode prior to pressing “start” button.

36-M1. SWEENEY: STOPPING LOCATION

Locomotives must not be stopped under Memorial Street Bridge, MP 61.43.

40-M1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum height of engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 for equipment authorized to operate on the NEC.

Notes shown in parentheses in the location column are defined at the end of the table.

Location	Tracks			
	2	1	Single	Other
Mill River & Cedar	5	5	...	...
Cedar & Spring	6	6	6	...
Hartford: Station Viaduct Bridge (a)	...	...	...	...
Note: (a) Engines and loads exceeding 290,000 pounds gross weight must not exceed 15 MPH				

41-M1. CARS EXCEEDING 263,000 POUNDS

Connecticut Southern Railroad, Inc. (CSO) trains containing cars with a gross weight not exceeding 286,000 pounds may operate on all tracks between Hartford (MP 36.6) and Springfield (MP 62.0). **Note**: Cars operating on all other segments of the MRS Line are limited to 263,000 pounds, per SI 41-S2.

43-M1. CLOSE CLEARANCE - EMPLOYEES

Protecting against personal injury - the following locations will not clear a person on side of car.

- Springfield Station - Tracks 2a, 4, 6, 8, Stub-8, and the Lead.
- All high-level passenger station platforms.

72-M1. TRAIN INSPECTION DETECTORS

SI 72-S1 applies.

Type of Detector	MP Location	Direction of Operation	Track(s)	Recorder Location
RA HB/DED	24.4	North & South	1 & 2	Berlin
RA HB/DED	40.2	North & South	1 & 2	Windsor

72-M2. WHEEL IMPACT DETECTORS

SI 72-S8 applies.

MP	Location	Tracks
51.5	Enfield	Single

104-M1. NORMAL POSITION OF SWITCHES AND CROSSOVERS AT SPECIFIED LOCATIONS

Switch Location	Connecting	With	Normal Position is for Movement	Note
Air Line Jct Yard	Air Line Yard Lead	Old Main &Hill Tracks	To Old Main Track	1
Springfield	Track 6	Track 8	Trk 6 to Trk 8	...
Note 1: Westward movements must obtain permission from the Shore Line TD before occupying the Air Line Yard Lead.				

104-M2. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

The following switches are equipped with an electric lock. Permission to remove the padlock from the keeper must be obtained from the Dispatcher.

Location	Track	Switch	Notes
MP 2.6	No.1	Facing point to Hartford Siding Ind.	1, 2
MP 3.2	No. 2	Trailing Point to Welded Rail Plant	1, 2, 3
MP 5.8	No. 1	Trailing Point National Lumber	1, 2
MP 5.8	No. 1	Trailing Point Connecticut Container	1, 2
MP 11.0	No. 1	Facing Point to Cytek	1, 2, 3
MP 14.1	No.1	Facing Point to Infra Metals South	1, 2
MP 14.2	No.1	Facing Point to Infra Metals North	1, 2, 3
MP 19.4	No. 2	Trailing point to Meriden Yard	...
MP 21.5	No. 2	Trailing Point to Westvaco	...
MP 25.8	No.1	Facing Point to Berlin South Wye	1,2,4
MP 26.9	No. 2	Trailing Point Connecticut Waste Processing Management (CWPM)	1, 2, 3
MP 26.9	CWPM Lead	Automated Materials	1, 2, 3
MP 32.4	No. 2	Facing point to Standard Steel	1,2,4
MP 33.2	No. 2	Facing point to Fernwood Yard	1,2,4
MP 35.2	Single	Trailing point to Parkville Industrial	...
MP 36.2	Single	Trailing point to Hartford Courant	1, 2
MP 37.0	Single	Trailing point to New Britain Industrial	...
MP 49.1	Single	Facing point to Suffield Industrial	...
MP 50.4	Single	Trailing point to Nutmeg Building Supply	1, 2
MP 53.8	Single	Trailing point to Enfield Lumber Supply	1, 2

Location	Track	Switch	Notes
MP 61.4	No. 2	Facing point to No. 6 (Mail Track)	...
Note 1: To enter side track from Main Track, train must occupy track circuit which extends 50 feet from point of switch, before switch can be opened.			
Note 2: After permission has been obtained from the Dspr or Opr, switch lock may be removed as follows: Depress treadle on electric lock to remove switch lock. After switch lock has been removed from keeper, approximately thirty (30) seconds must elapse before electric lock can be released. After electric lock releases, step on bottom treadle to release handle of switch mechanism. Switch lock must be replaced in keeper after switch is returned to normal position for restoration of signals.			
Note 3: After permission is received from the Dispatcher, electrically locked derail and switch may be operated as follows: 1) Padlock from either electric lock OR switch must be removed to initiate electric-lock release. 2) After electric lock releases, the derail must be operated to the reverse position BEFORE the switch electric lock is released. 3) After the switch is in the reverse position, and the derail is in the non-derailing position, either the switch or derail may be restored to its normal position first.			
Note 4: Switch and derail each equipped with electric lock. Switch locks must be removed from both switch and derail before either is operated. After movement is completed, the switch must be restored to the normal position and derail to the derailing position before inserting switch lock at switch or derail.			

119-M1. EXCESSIVE DIMENSION CARS

Cars not exceeding Plate F may move on the MRS Line between Springfield (MP 62.0) and Cedar (MP 7.0).

All cars exceeding Plate C moving from Mill River (MP 1.5) and Cedar (MP 7.0) must be considered excessive dimension cars on the MRS Line. Train crews handling such cars must not occupy an Amtrak main or running track when moving between Mill River and Cedar, until the Conductor or Engineer has communicated with the Dispatcher and ensured that the Dispatcher has received the required restricted car information.

132-M1. TRACKS AND SWITCHES OUT OF SERVICE

The tracks and switches listed below are out of service for train movements, except when such movements are personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars.

If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last IMCS & Capital Delivery Department employee to use the switch must spike the switch to prevent its accidental use.

Location	Track/Switch
MP 3.2	Welded Rail Plant
MP 61.7	Roadrailer Track

132-M2. MARKED BRIDGES

In the application of Special Instruction 132-S2, bridge markers conforming to the milepost location have been placed at the following locations:

Bridge Name	Milepost
Old State Road	15.71
Gypsy Lane	16.80
So. Colony St	18.09
Farmington Ave	25.81
New Britain Ave	32.97
Park St	35.22
Capitol Ave	36.51
Asylum St	36.57
Church St	36.7
Windsor St	37.36
Batchelder Rd	42.68
Palisado Ave	43.07
Asnuntuck St	54.01
Main St	54.02
Elm St	61.42
E Columbus Ave	62
Main St	62.11
Chestnut St	62.39

138-M1. PUBLIC CROSSINGS AT GRADE

- **Column 1**: Apparatus provided to automatically interrupt operation of highway crossing protection, including motion sensing detectors and/or predictors. Rule 138(g) (3) applies.
- **Column 2**: Apparatus provided to interrupt operation of crossing protection manually by manipulation of a lever, plug or push button generally located on the signal control case close to the crossing.
- **Column 3**: Circuitry will automatically interrupt crossing protection when switches, located within the activation circuit of the crossing, are reversed. After protection has been interrupted, trains must not occupy the crossing until the protection has been operating for at least 20 seconds, or if equipped with gates, they are in the horizontal position.

S.I. 138-S2 applies.

MP	CROSSING	TRACKS	1	2	3	NOTES
3.2	Benton St	1 & 2	...	X	X	...

MP	CROSSING	TRACKS	1	2	3	NOTES
5.1	Winchesters	1 & 2	...	X	X	...
5.8	Sackett Point Rd	1 & 2	...	X	…	...
6.3	Stiles Lane	1 & 2	…	X	X	…
6.5	Devine St	1 & 2	…	X	X	…
10.6	Toelles Rd	1 & 2	...	X	X	...
12.3	Ward St	1 & 2	…	X	…	…
12.6	Quinnipiac St	1 & 2	...	X	...	4
12.7	Hall Ave	1 & 2	...	X	...	...
13.1	Parker St	1 & 2	...	X	...	4
13.8	North Plains Highway	1 & 2	...	X	X	...
14.5	Pent Highway	1 & 2	...	X	X	...
18.3	Cooper St	1 & 2	X	X	...	...
18.5	South Colony St	1 & 2	X	...	...	1
18.6	East Main St	1 & 2	X	...	...	1
19.0	Cross St	1 & 2	...	X	...	...
19.4	Brittania St	1 & 2	X	X	X	…
19.5	North Colony St	1 & 2	X	X	X	…
33.6	Oakwood Ave	Single	X	X	...	...
		Industrial	...	...	...	...
35.0	Hamilton St	Single	...	X	...	...
		Industrial	...	...	...	...
39.7	Meadow Rd	1 & 2	...	X	…	...
40.2	East Barber St	1 & 2	...	X	...	...
42.3	Island Rd	1 & 2	...	X	...	4
42.9	Central St	1 & 2	...	X	...	4
43.6	Pierson Lane	1 & 2	...	X	...	...

MP	CROSSING	TRACKS	1	2	3	NOTES
45.1	Macktown Rd	1 & 2	...	X	...	...
45.7	Hayden Station Rd	1 & 2	X	X	…	...
		2	...	X	...	...
46.6	Trolly Barn	Single	...	...	...	2
48.1	Dexters	Single	...	...	...	...
48.5	Bridge St	Single	X	...	X	3
51.4	Parsons Road	Single	...	X	...	...
52.3	Bridge Lane	Single	...	X	...	...
55.6	Sawmill	1 & 2	…	…	…	2
56.7	Bark Haul Rd	1 & 2	…	…	…	…
57.4	Birnie Road	1 & 2	…	X	…	…
58.2	Emerson Rd	1 & 2	...	X	...	...
61.2	State Street	1 & 2	…	…	…	…

Note 1: Southward trains, after making station stop at Meriden, must approach East Main St. and South Colony St. prepared to stop and not occupy the crossings until the gates are in the horizontal position.

Note 2: After permission has been obtained from the Dspr or Opr, switch lock may be removed as follows:
Depress treadle on electric lock to remove switch lock. After switch lock has been removed from keeper, approximately thirty (30) seconds must elapse before electric lock can be released.

Note 3: Southward trains passing “CC” sign located approximately 340 feet north of Bridge St MP 48.5 will void the “X” in Column 1.

Note 4: “Exit Gate” crossings are equipped with 4 quadrant gates (a highway vehicle gate on each corner of the highway/rail intersection) and a timed delayed system installed to delay the Exit Gates from descending to horizontal position. When train is approaching the crossing, the highway warning system will start to operate, causing the warning lights to flash and all Entrance gates to descend to horizontal position. Exit gates will descend 10 seconds after this initial operation to horizontal position. Exit Gate crossing is not interconnected to the cab signal system.

138-M2. HIGHWAY CROSSING WARNING - OAKWOOD AVE - MP 33.6 (TRACK 2)

Due to a continuous rusty rail condition on Track 2 at Oakwood Ave - MP 33.6, crews operating over this crossing on Track 2 only (leading to or from the Parkville Industrial Trk) must comply with the requirements in item 1 of Rule 138 part “c” - Stop, make certain that crew member provides on-ground warning at the crossing, then proceed not exceeding 15 MPH until the leading end operates through the crossing.

138-M3. HIGHWAY CROSSING WARNING - PARKVILLE INDUSTRIAL TRACK

Due to a continuous rusty rail condition, crews operating over all crossings on the Parkville Industrial Track must comply with the requirements in item 1 of Rule 138 part “c” - Stop, make certain that crew member provides on-ground warning at the crossing, then proceed not exceeding 15 MPH until the leading end operates through the crossing.

138-M4. GRADE CROSSINGS WITH AUTOMATIC PROTECTION AND/OR SPECIAL REQUIREMENTS

Ferro Lane Grade Crossing equipped with automatic warning devices and gates is in service at MP 8.3. Trains approaching Ferro Lane must sound their engine whistle or horn in accordance with Rule 19 (b).

If the devices are not functioning properly, the requirements of SI 138-S4, Highway Crossing Warning Device Malfunctions are in effect.

MP	CROSSING	TRACKS	1	2	3	NOTE
8.3	Ferro Lane	1 & 2	…	X	…	2

138-M5. HIGHWAY CROSSINGS AT GRADE – SINGLE LITE OR MULTIPLE LITE ENGINES

Unless otherwise instructed by Bulletin Order or Form D line 13, all single lite or multiple lite engines must stop and provide on-ground warning at highway grade crossings equipped with automatic warning devices, unless:

1) The automatic warning device has been operating at least 20 seconds,
   OR
2) If equipped with gates, they are in the horizontal position.

The leading end of the movement must not exceed 15 MPH over the crossing.

580-M1. ACSES RULES IN EFFECT

CSO trains performing switching at Hartford Yard are not required to be equipped with ACSES when operating through Midland Int to/from Russo Salt. Restricted speed applies to these moves.

900-M1. DISPATCHERS: ASSIGNED TERRITORIES

Phone numbers can be found in System Special Instruction 714-S1.

- When issuing Form D’s, The North End – Springfield Line Dispatcher will utilize the 800 series numbering sequence.
- During periods of low work volume, the **North End Dispatcher may not work during the days and times listed.** All train crews and personnel working and operating between Hart and Spring should contact the Dispatching Office to verify the Dispatcher’s assigned territory between the hours of 11:00 PM and 3:00 PM, Monday through Thursday.

DISPATCHER	TERRITORY
7:00 AM – 3:00 PM Monday through Friday	
North End - Springfield Line	Hart (inclusive) to Spring (inclusive)
Springfield Line	Mill River (exclusive) to Hart (exclusive)

DISPATCHER	TERRITORY
11:00 PM – 3:00 PM Sunday through Friday	
North End- Springfield Line	Hart (inclusive) to Spring (inclusive)
Springfield Line	Mill River (exclusive) to Hart (exclusive)

DISPATCHER	TERRITORY
All Other Times	
Springfield Line	Mill River (exclusive) to Spring (inclusive)

MAIN LINE-HAROLD TO CP 216 (NYS)

Harold to CP 216 (NYS) Line Station Page

STATIONS		MP	INT	PS	NOTES
HAROLD	**R**-PSCC (NYT) (LIRR)	3.7	X	...	...
GATE	**R**-PSCC	5.1	X	...	...
PELHAM BAY	**R**-Section A TD	15.5	X	...	...
(moveable. Bridge) (MofW Stub End Trk.)					
MANOR	**R**-Section A TD	18.2	X	...	1
DIVISION POST	(MNR)	18.8	...	...	...
CP 216	(New Haven Line-MNR)	18.9	X	...	...
Mile Post Distances are measured from New York Penn Station. The Direction from Harold to CP 216 is eastward.					
Note 1: Equipped with moveable point frogs. See SI 80-S1.					

240-H1. SIGNAL RULES and CURRENT OF TRAFFIC

261: On tracks where Rule 261 is in effect, ABS Rules and CSS Rules 550 through 561 are in effect for movements in both directions.

ACSES Rules: PTC Rules 580-590 and all ACSES Special Instructions are in effect for movements in both directions.

Between	Tracks from South to North		Notes
	2	1	
Harold & Gate	261	261	...
West Limits Gate & CP 216	261	261	...

37-H1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in bold type are speed restrictions. Maximum equipment speeds and Train type definitions are listed in SI 37-S5 and must not be exceeded.

Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.

37-H1. PASSENGER TRAINS MAXIMUM SPEEDS

PASSENGER TRAIN TYPE "A", "B", "C", & "D" SPEEDS												
Between/At	Train Type "A"			Train Type "B"			Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.			Track Nos.			Track Nos.		
	1	2	Other	1	2	Other	1	2	Other	1	2	Other
Harold & MP 9	60	60	…	60	60	…	60	60	…	60	60	…
First Cv west of MP 5	**50**	**50**	**…**	**50**	**50**	**…**	**50**	**50**	**…**	**50**	**50**	**…**
First Cv east of Gate	**55**	**55**	**…**	**55**	**55**	**…**	**55**	**55**	**…**	**55**	**55**	**…**
First Cv east of MP 7	**50**	**50**	**…**	**50**	**50**	**…**	**50**	**50**	**…**	**50**	**50**	**…**
Second Cv east of MP 8	**40**	**40**	**…**	**40**	**40**	**…**	**40**	**40**	**…**	**40**	**40**	**…**
MP 9 & Pelham Bay	80	80	…	70	70	…	70	70	…	70	70	…
First Cv west of MP 10	**…**	**…**	**…**	**65**	**65**	**…**	**65**	**65**	**…**	**60**	**60**	**…**
First Cv east of MP 10	**70**	**70**	**…**	**…**	**…**	**…**	**…**	**…**	**…**	**…**	**…**	**…**
Second Cv east of MP 10	**70**	**70**	**…**	**60**	**60**	**…**	**60**	**60**	**…**	**60**	**60**	**…**
Cv at MP 11	**70**	**70**	**…**	**60**	**60**	**…**	**60**	**60**	**…**	**55**	**55**	**…**
First Cv west of MP 12	**…**	**…**	**…**	**…**	**65**	**…**	**…**	**65**	**…**	**…**	**65**	**…**

PASSENGER TRAIN TYPE "A", "B", "C", & "D" SPEEDS												
Between/At	Train Type "A"			Train Type "B"			Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.			Track Nos.			Track Nos.		
	1	2	Other	1	2	Other	1	2	Other	1	2	Other
First Cv east of MP 14	**70**	**70**	**…**	**60**	**60**	**…**	**60**	**60**	**…**	**60**	**60**	**…**
Cv west of Pelham Bay Br.	**45**	**45**	**…**	**45**	**45**	**…**	**45**	**45**	**…**	**45**	**45**	**…**
Pelham Bay & CP 216	100	100	…	100	100	…	100	100	…	90	90	… …
Cv east of Pelham Bay Br.	**45**	**45**	**…**	**45**	**45**	**…**	**45**	**45**	**…**	**45**	**45**	**…**
First 3 UG bridges east of MP 17	**80**	**80**	**…**	**80**	**80**	**…**	**80**	**80**	**…**	**80**	**80**	
Cv at MP 18	**70**	**70**	**…**	**70**	**70**	**…**	**70**	**70**	**…**	**70**	**70**	**…**
Movements to and from MNR at CP 216	**45**	**45**	**…**	**45**	**45**	**…**	**45**	**45**	**…**	**45**	**45**	**…**

37-H1. FREIGHT TRAINS MAXIMUM SPEEDS

FREIGHT TRAINS TYPE "E" SPEEDS			
Between/At	No. 1	No. 2	Other
Harold & CP 216	40	40	...
Curves west & east of Pelham Bay Int, including Int. limits	**30**	**30**	**...**
Movements to and from MNR at CP 216	**10**	**10**	**...**

37-H2. WRECK AND WIRE TRAINS

Between:	Wire Train	Boom Trailing	Boom Forward
		Miles Per Hour	
		Wreck	Wreck
Harold & CP 216	50	30	30

40-H1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum height of engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 for equipment authorized to operate on the NEC.

Notes shown in parentheses in the location column are defined at the end of the table.

Location	Tracks			
	2	1	5	Other
Harold Int	3	3	...	3
West Limits Harold Int & MP 10	3	3	5	...
MP 10 & MP 12.2	2	3	5	...
MP 12.2 to West Limits Pelham Bay	4	3	...	...
West Limits Pelham Bay & CP 216	4	4	...	...
Note: Capitoliner Control Car 9637 is prohibited on the NYS Line.				

41-H1. CARS EXCEEDING 263,000 POUNDS

Providence & Worcester Railroad (P&W) trains containing cars with gross weight not exceeding 286,000 pounds may operate:

- On all tracks between Pelham Bay and CP 216
- No. 2 track between Pelham Bay and MP 12.2

Note: Cars operating on all other segments of the NYS Line are limited to 263,000 pounds, per SI 41-S2.

42-H1. HEIGHT RESTRICTIONS

Any equipment exceeding 14 feet 8 inches maximum height above the top of the rail is prohibited from operating in New York Penn Station, the North and East River Tunnels, and the Empire Tunnel.

47-H1. CATENARY DEAD SECTIONS

- No. 1 and No. 2 Tracks between Cat. Pole 206-H and Cat. Pole 204-H.
- No. 1 and No. 2 Tracks between Cat. Pole C-66 and Cat. Pole C-70.
  Frequency/Voltage Change: Cat. Pole C-66 and Cat. Pole C-70 on Tracks No. 1 and No. 2 as follows:
    - 12.5KV/60Hz in effect East of Cat. Pole C-66.

- 12.0KV/25Hz in effect West of Cat. Pole C-70.

On engines so equipped, manual frequency change control must be operated when passing through dead section between Cat. Pole C-66 and Cat. Pole C-70.

72-H1. TRAIN INSPECTION DETECTORS

SI 72-S1 applies. RA HB/DED transmits only when a defect has been detected, on radio channel 060-060. A defect alarm indication will actuate at the Dspr console.

Type of Detector	MP Location	Direction of Operation	Track(s)	Recorder Location
RA HB/DED	18.4	West	1 & 2	Pelham Bay

98-H1. OTHER THAN MAIN TRACKS AT PELHAM BAY INTERLOCKING

See 714-S1 for Telephone Numbers.

Track No. 5 between a sign posted at MP 11.96 and MP 12.2, is designated as Other than Main Track.

- IMCS Operations: Prior to performing any work, the RWIC must communicate with the “Section A” Dispatcher & South Kearny Yardmaster.
- Freight Operations: Prior to occupying Amtrak territory at the sign posted at MP 11.96, Freight Trains must communicate with the “Section A” Dispatcher to receive authority to occupy Amtrak controlled territory.

104-H1. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

The following hand-operated switches are equipped with an electric lock; permission to occupy Main Track, Interlocking or Controlled Siding must be obtained from the Dispatcher before lock is removed from keeper.

Dispatcher Procedures - Authorization to Occupy Main Track:
Interlocking Signals governing movement into the block must display Stop.
If a signal is cancelled to allow operation of an electrically locked switch, signal time release must be completed before electric lock can be released.

Location	Switch	Notes
MP 12.2 “Temp Sw”	Track 2 to CSX Track 5	1, 2, 3
Note 1: To enter sidetrack from Main Track, train must occupy track circuit which extends 50 feet from point of switch, before switch can be opened.		
Note 2: Switch equipped with electric lock and pipe connected derail. Switch lock must be removed first before switch and derail is operated. After movement is completed, derail must be restored to normal position before restoring switch to normal, then insert switch lock at switch.		
Note 3: The following operations must be conducted in the order specified to ensure that the hand switch will lock and unlock properly, and to prevent track circuits from remaining on the Main Line track.		

Location	Switch	Notes
Operating from Main Line to Siding or Yard: 1. Remove padlock from main line switch machine. 2. Operate main line switch machine to the reverse position to unlock pipe connected derail. 3. Operate pipe connected derail to non-derailing position. 4. Make equipment move over the switch to the yard or siding. Entire move must be clear of derail machine. 5. Operate derail back to normal (derailing) position. 6. Operate main line switch machine back to normal position and replace the padlock.	Operating from Siding or Yard to Main Line: 1 Remove padlock from main line switch machine. 2. Operate main line switch machine to the reverse position to unlock pipe connected derail. 3. Operate pipe connected derail to non-derailing position. 4. Make equipment move over switch to main line track. Entire move must be clear of main line switch. 5. Operate derail back to the normal (derailing) position. 6. Operate main line switch machine back to the normal position and replace the padlock.	

132-H1. TRACKS and SWITCHES OUT OF SERVICE

The tracks and switches listed below are out of service for train movements, except when such movements are personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars.

If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last IMCS Department employee to use the switch must spike the switch to prevent its accidental use.

Location	Track/Switch
MP 15.5	MofW Stub End Track

583-H1. CATENARY DEAD SECTION AND POSTIVE TRAIN STOP ZONE (PTS)

Westbound trains will experience a positive train stop within the dead sections approaching Manor and Gate Interlockings if the approximate 15MPH braking curve calculated by the onboard ACSES system is exceeded under the following conditions:

- Approaching a Stop Signal at Manor or Gate, or
- If either wayside or on-board data radio is inoperative and a Restricting cab signal is displayed

Electric engines must be operated accordingly to avoid the positive stop being enforced within the dead sections.

900-H1. DISPATCHERS ASSIGNED TERRITORIES

Phone numbers can be found in System Special Instruction 714-S1.

DISPATCHER	TERRITORY
PSCC	Harold, inclusive to Gate, inclusive.
Section A	Gate, exclusive to CP 216, exclusive.

MAIN LINE-NEW YORK TO HOFFMANS (HUD)

New York to Hoffmans (HUD) Line Station Page

STATIONS		MP	INT	IS	PS	NOTES
NEW YORK	(Penn Station)	0.0	...		X	...
A	**R**-PSCC	0.2	X	...	...	8
	(Main Line-New York to Philadelphia) (New York Terminal District)					
EMPIRE	**R**-PSCC	1.0	X	...	...	2
CP JERVIS	**R**-Hudson Line TD	1.5	...	...	...	1
INWOOD	**R**-Hudson Line TD	9.9	X	...	...	
	(Spuyten Duyvil Moveable Bridge)					
DIVISION POST	(MNR)	10.7	...	...	...	...
CP 12	**R**-(MNR Section C RTC)	10.8	X	...	...	...
METRO-NORTH TERRITORY (See HUDSON LINE - METRO-NORTH RAILROAD Station Page)						
POUGHKEEPSIE	(MNR)	73.6	...	...	X	...
CP 75	**R**- MNR Section D RTC	75.5	X	...	...	...
DIVISION POST	(MNR)	75.8	...	...	...	...
RHINECLIFF		89.2	...	...	X	...
CP 89	**R**-Hudson Line TD	89.8	X	...	...	2, 3
CP 94	**R**-Hudson Line TD	94.2	X	...	...	2
CP 103	**R**-Hudson Line TD	103.8	X	...	...	2
CP 114	**R**-Hudson Line TD	114.1	X	...	...	2
HUDSON	(Hudson Yard) (CSX)	114.5	...	...	X	4, 10
CP 115	**R**-Hudson Line TD	115.4	...	...	...	5
CP 124	**R**-Hudson Line TD	123.7	X	...	...	2
CP 125	**R**-Hudson Line TD (Castleton Subdivision) (CSX))	125.6	X	...	...	2, 6
CP 138	**R**-See SI 900-U1	138.6	…	...	...	13
CP 141	**R**-See SI 900-U1	141.4	X	...	...	2
CP142	R-See SI 900-U1 (Post Road Branch)	141.8	X	...	...	2, 7, 9
ALBANY-RENSSELAER	(Rensselaer Ind Trk)(CSX)	142.1	...	...	X	10

STATIONS		MP	INT	IS	PS	NOTES
CP 143	**R**-See SI 900-U1	142.2	X	...	...	2, 9
CP 144	**R**-See SI 900-U1	142.4	X	...	...	2
CP LAB	(Moveable Bridge) **R**-See SI 900-U1	143.1	X	...	...	2
CP 145	**R**-See SI 900-U1 (CP Rail)	143.6	X	...	...	2
CP 146	**R**-See SI 900-U1 (W. Albany Yard) (CSX)	146.9	X	...	...	2, 14
CP 149	**R**-See SI 900-U1	149.8	X	…	…	2
CP 156	**R**-See SI 900-U1 (Carman Subdivision) (CSX)	156.5	X	...	...	2
CP 159	**R**-See SI 900-U1	159.4	X	...	...	2
SCHENECTADY		159.8	...	...	X	...
CP 160	R-See SI 900-U1 (CP Rail)	159.9	X	...	...	2, 14
CP 161	**R**-See SI 900-U1	160.2	X	…	…	2
DIVISION POST	(Hoffmans) (CSX)	169.7	...	...	...	...
CP 169	**R**-CSX NC TD	169.7	X	...	...	...

Mile Post New York to CP 12 are measured from New York Penn Station.
Mile Post CP 12 to CP 169 are measured from New York Grand Central Terminal.
The direction from A to CP 141 is north. The direction from CP141 to CP 169 is west.
Road radio channels in service: New York to CP 12: 060-060; (MNR) CP 12 to CP 75: 056-056; CP 75 to CP 169: 041-041.

Note 1: Northward and southward controlled signals on Track No. 2.

Note 2: Equipped with Dual Control Switches.

Note 3: Rhinecliff Team Track is a hand-operated switch within CP-89. Permission from the Dspr is required prior to operation. Dspr must request switch reversed for unlock.

Note 4: In the application of Rule 121.B & C, the Dspr is responsible for providing protection for Psgr trains receiving or discharging Psgrs across Track No. 1. A proceed signal indication on Tracks No. 1 or No. 2 at CP 114 or CP 115 indicates Dspr permission to enter the station. In the application of Rule 121.A, Trains on the Hudson Yard Track and Claverack Industrial Track approaching Hudson Station must remain clear of the station area and Broad St & Front St road crossings until permission to proceed has been received from the Dspr.

Note 5: Control Point southbound only.

Note 6: Interlocking on Track No. 2 only.

Note 7: The Post Road Branch connects at to Amtrak HUD Line CP 142 and extends to CSX Berkshire Subdivision CP 187.

STATIONS	MP	INT	IS	PS	NOTES
Note 8: Equipped with Slip Switches. See SI 80-S1.					
Note 9: Equipped with Slip Switches, See SI 80-S1. Switches within the double slip are not dual control.					
Note 10: The Troy Ind Track connects to Track No. 3 at Tracy St. (MP 0.76) and extends north to Troy. The CSX Top End Yardmaster controls the Troy Ind Track, Rensselaer Ind Track, W. Albany Yard and Hudson Yard and is available on radio channel 064-064 or at telephone No. (518) 767-6277.					
Note 11: Only north crossover switches (No. 21 Sw) are dual control.					
Note 12: Track No. 4 extends 1730 feet east of the (4W) signal CP 145, to a split rail derail (CP Rail).					
Note 13: Northward and southward controlled signals on No. 1 and No. 2 tracks					
Note 14: Interlocking on Track No. 1 only.					

240-U1. SIGNAL RULES and CURRENT OF TRAFFIC

261: On tracks where Rule 261 is in effect, ABS Rules and CSS Rules 550 through 561 are in effect for movements in both directions.

Int. Indicates interlocking rules in effect.

562: On tracks where Rule 562 is in effect, Rule 261, ABS Rules, and CSS Rules 550 through 563 (except Rules 554 and 556), are in effect for movements in both directions.

ACSES Rules: PTC Rules 580-590, and all ACSES Special Instructions are in effect for movements in both directions.

Locations	Tracks from East to West				Notes
	Single	1	2	Other	
A & Empire	...	...	Int	...	1
Empire & Inwood	...	261	261	...	...
Inwood & CP 12	...	261	...	...	...
Metro North Territory (See Hudson Line - Metro North Timetable)					
MP 75.8 & CP 138	...	261	261	...	...
CP 138 & CP 141	...	562	562	...	2

Locations	Tracks from North to South						Notes
	Single	3	1	2	4	Other	
CP 141 & CP 142	...	Int	Int	Int	...	...	1, 2, 3, 9
CP 142 & CP 143	...	Int	Int	Int	Int	...	1, 3, 9
CP 143 & CP 144	...	Int	Int	Int	...	...	1, 6
CP 144 & CP LAB	…	Int	Int	Int	...	...	1, 4, 6
CP LAB	…	…	…	…	…	Int	1, 7

Locations	Tracks from North to South						Notes
	Single	3	1	2	4	Other	
CP LAB & CP 145	…	…	Int	Int	…	…	…
CP 145 & CP 149	…	…	562	562	…	…	…
CP 149 & CP 156	…	…	562	562	…	…	…
CP 156 & CP 159	…	…	562	562	…	…	…
CP 159 & CP 161	…	…	261	261	…	…	…
CP 160 & CPF 485	…	261	…	…	…	…	8
CP 161 & CP 169	261	...	...	...	...	...	...
Note 1: CSS Rules are in effect for movements in both directions.							
Note 2: Within CP 141 Tracks are designated 3, 1, 2, 6.							
Note 3: Within CP 142 Tracks are designated 7, 5 (Pocket Trk), 3, 1, 2, 4.							
Note 4: Track No. 3 west of CP LAB is governed by NORAC rule 98.							
Note 5: Track No. 4 east of CP 145 is governed by NORAC rule 98.							
Note 6: Within the limits of CP 144 Tracks are designated 5, 3, 1, 2.							
Note 7: Track connecting Track No. 3 and Track No. 1 within CP LAB is designated Track 3A.							
Note 8: CPF 485 Controlled CP Train Dispatcher							
Note 9: Track No. 6 between CP 141 and CP 143 is governed by NORAC rule 98							

37-U1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in bold type are speed restrictions. Maximum equipment speeds and Train type definitions are listed in SI 37-S5 and must not be exceeded.

Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.

37-U1. PASSENGER TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

PASSENGER TRAINS				
Between/At	Tracks			
	Single	No. 1	No. 2	Other
A Int (Exclusive) & MP 0.5	...	...	15	...
MP 0.5 & South Limit Empire Int	...	...	25	...
South Limit Empire Int & MP 2	...	35	35	...

PASSENGER TRAINS				
Between/At	Tracks			
	Single	No. 1	No. 2	Other
MP 2 & Inwood	...	60	60	...
First 3 Curves North of MP 2	**...**	**25**	**25**	**...**
Curve North of MP 3	**...**	**55**	**55**	**...**
Curve at MP 5	**...**	**55**	**55**	**...**
First Curve North of MP 5	**...**	**55**	**55**	**...**
First Curve South of MP 6	**...**	**55**	**55**	**...**
Curve at MP 6.5	**...**	**55**	**55**	**...**
First 2 Curves North of MP 7	**...**	**55**	**55**	**...**
Curve South of MP 8	**...**	**50**	**50**	**...**
First 3 Curves North of MP 8	**...**	**50**	**50**	**...**
Inwood & CP 12	...	45	...	...
Metro North Territory (See Hudson Line - Metro North Timetable)				

37-U1. PASSENGER TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

PASSENGER TRAIN TYPE “A”, “B”, "C" & "D" SPEEDS																
Between/At	Train Types "A"				Train Types "B"				Train Types "C"				Train Types "D"			
	Track				Track				Track				Track			
	Single	No. 1	No. 2	No. 3	Single	No. 1	No. 2	No. 3	Single	No. 1	No. 2	No. 3	Single	No. 1	No. 2	No. 3
MP 75.8 - 76.5	…	90	90	…	…	90	90	…	…	90	90	…	…	85	85	…
MP 76.5 - 76.6	…	80	80	…	…	80	80	…	…	80	80	…	…	75	75	…
MP 76.6 - 78.9	…	90	90	…	…	90	90	…	…	85	85	…	…	80	80	…
MP 78.9 - 85.4	…	95	95	…	…	95	95	…	…	95	95	…	…	85	85	…

PASSENGER TRAIN TYPE “A”, “B”, "C" & "D" SPEEDS																
Between/At	Train Types "A"				Train Types "B"				Train Types "C"				Train Types "D"			
	Track				Track				Track				Track			
	Single	No. 1	No. 2	No. 3	Single	No. 1	No. 2	No. 3	Single	No. 1	No. 2	No. 3	Single	No. 1	No. 2	No. 3
MP 85.4 - 85.5	…	80	80	…	…	80	80	…	…	80	80	…	…	80	80	…
MP 85.5 - 87.7	…	95	95	…	…	95	95	…	…	95	95	…	…	90	90	…
MP 87.7 - 89.8	…	80	80	…	…	80	80	…	…	75	75	…	…	70	70	…
MP 89.8 - 92.6	…	90	90	…	…	90	90	…	…	90	90	…	…	80	80	…
MP 92.6 - 93.1	…	80	80	…	…	80	80	…	…	80	80	…	…	75	75	…
MP 93.1 - 102.3	…	90	90	…	…	90	90	…	…	90	90	…	…	85	85	…
MP 102.3 - 102.6	…	80	80	…	…	80	80	…	…	80	80	…	…	80	80	…
MP 102.6 - 108.7	…	90	90	…	…	90	90	…	…	90	90	…	…	85	85	…
MP 108.7 - 109.0	…	80	80	…	…	80	80	…	…	80	80	…	…	75	75	…
MP 109.0 - 114.1	…	90	90	…	…	90	90	…	…	90	90	…	…	85	85	…

PASSENGER TRAIN TYPE “A”, “B”, "C" & "D" SPEEDS																
Between/At	Train Types "A"				Train Types "B"				Train Types "C"				Train Types "D"			
	Track				Track				Track				Track			
	Single	No. 1	No. 2	No. 3	Single	No. 1	No. 2	No. 3	Single	No. 1	No. 2	No. 3	Single	No. 1	No. 2	No. 3
MP 114.1 - 115.0	…	50	50	…	…	50	50	…	…	50	50	…	…	45	45	…
MP 115.0 - 119.4	…	90	90	…	…	90	90	…	…	90	90	…	…	85	85	…
MP 119.4 - 119.6	…	75	75	…	…	75	75	…	…	75	75	…	…	70	70	…
MP 119.6 - 121.5	…	90	90	…	…	90	90	…	…	90	90	…	…	85	85	…
MP 121.5 - 124.3	…	85	85	…	…	85	85	…	…	75	80	…	…	70	70	…
MP 124.3 - 141.1	…	110	110	…	…	110	110	…	…	110	110	…	…	90	90	…
MP 141.1 - 141.4	…	75	75	…	…	75	75	…	…	75	75	…	…	75	75	…
MP 141.4 - 141.8	…	75	75	45	…	75	75	45	…	75	75	45	…	75	75	15
MP 141.8 - 141.9	…	45	45	45	…	45	45	45	…	45	45	45	…	15	15	15

PASSENGER TRAIN TYPE “A”, “B”, "C" & "D" SPEEDS																
Between/At	Train Types "A"				Train Types "B"				Train Types "C"				Train Types "D"			
	Track				Track				Track				Track			
	Single	No. 1	No. 2	No. 3	Single	No. 1	No. 2	No. 3	Single	No. 1	No. 2	No. 3	Single	No. 1	No. 2	No. 3
MP 141.9 - 142.2	…	30	30	30	…	30	30	30	…	30	30	30	…	15	15	15
MP 141.9 - 142.2: No. 4 Trk	30															
MP142.2 - 142.4	…	30	30	30	…	30	30	30	…	30	30	30	…	15	15	15
MP 142.4 - 143.1	…	30	30	30	…	30	30	30	…	30	30	30	…	20	20	15
MP 142.4 - 143.1: No. 3A Trk	5															
MP 143.1 - 143.6	…	25	25	…	…	25	25	…	…	25	25	…	…	25	25	…
MP 143.6 - 145.2	…	40	40	…	…	40	40	…	…	40	40	…	…	40	40	…
MP 145.2 - 146.9	…	80	80	…	…	80	80	…	…	75	75	…	…	70	70	…
MP 146.9 - 149.0	…	90	90	…	…	90	90	…	…	85	85	…	…	80	80	…

PASSENGER TRAIN TYPE “A”, “B”, "C" & "D" SPEEDS																
Between/At	Train Types "A"				Train Types "B"				Train Types "C"				Train Types "D"			
	Track				Track				Track				Track			
	Single	No. 1	No. 2	No. 3	Single	No. 1	No. 2	No. 3	Single	No. 1	No. 2	No. 3	Single	No. 1	No. 2	No. 3
MP 149.0 – 156.3	…	110	110	…	…	110	110	…	…	110	110	…	…	90	90	…
MP 156.3 - 157.8	…	90	90	…	…	90	90	…	…	90	90	…	…	90	90	…
MP 157.8 - 159.6	…	55	55	…	…	55	55	…	…	55	55	…	…	55	55	…
MP 159.6 - 159.9	…	30	30	…	…	30	30	…	…	30	30	…	…	30	30	…
Connection Track CP Rail No. 3 Trk	15															
MP 159.9 - 160.3	…	45	45	…	…	45	45	…	…	40	40	…	…	35	35	…
MP 160.3 - 161.3	65	…	…	…	65	…	…	…	65	…	…	…	65	…	…	…
MP 161.3 - 164.5	100	…	…	…	100	…	…	…	100	…	…	…	90	…	…	…
MP 164.5 - 165.8	90	…	…	…	90	…	…	…	90	…	…	…	90	…	…	…

PASSENGER TRAIN TYPE “A”, “B”, "C" & "D" SPEEDS															
Between/At	Train Types "A"				Train Types "B"				Train Types "C"				Train Types "D"		
	Track				Track				Track				Track		
	Single	No. 1	No. 2	No. 3	Single	No. 1	No. 2	No. 3	Single	No. 1	No. 2	No. 3	Single	No. 1	No. 2	No. 3
MP 165.8 - 169.7	100	…	…	…	100	…	…	…	100	…	…	…	90	…	…	…

37-U1. FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

FREIGHT TRAINS				
Between/At	Tracks			
	Single	No. 1	No. 2	No. 3
A Int (Exclusive) & MP 0.5	...	...	10	…
MP 0.5 & South Limit Empire Int	...	...	15	…
South Limit Empire Int & Inwood	...	30	30	…
First 3 Curves North of MP 2	**...**	**10**	**10**	**…**
Inwood & CP 12	...	30	...	…
Metro North Territory (See Hudson Line - Metro North Timetable)				
MP 75.8 - 114.1	…	50	50	…
MP 114.1 - 115.0	…	30	30	…
MP 115.0 - 141.1	…	50	50	…
MP 141.1 - 141.4	…	15	15	…
MP 141.4 - 141.8	…	15	15	10
MP 141.8 - 141.9	…	10	10	10
MP 141.9 - 142.2	…	10	10	10
MP 141.9 - 142.2: No. 4 & 6 Trk.	10			
MP 142.2 - 142.4	…	10	10	10
MP 142.4 - 143.1	…	10	10	10
MP 142.4 - 143.1: No. 3A Trk.	5			
MP 143.1 - 145.2	…	20	20	…
MP 145.2 – 156.3	…	50	50	…

FREIGHT TRAINS				
Between/At	Tracks			
	Single	No. 1	No. 2	No. 3
MP 156.3 - 159.9	…	25	25	…
MP 156.3 - 159.9: Connection Track CP Rail No. 3 Trk	10			
MP 159.9 – 160.3	…	25	25	…
MP 160.3 - 161.3	25	…	…	…
MP 161.3 - 169.7	50	…	…	…

37-U2. WRECK AND WIRE TRAINS SPEEDS

Where speed of freight trains is slower than speeds shown in this instruction, the freight train speed must be exceeded.

Between:	Wire Train	Wreck	Wreck
		Boom Trailing	Boom Forward
	Speed (MPH)		
A & North End Tunnel	10	10	10
North End Tunnel & MP 2	15	15	15
MP 2 & Inwood Int	30	30	20
Inwood & CP 12	30	20	20
Poughkeepsie & Hoffmans	30	20	20

37-U3. MAXIMUM SPEEDS-OTHER TRACKS

Location	Between/At	Restricted Speed Not Exceeding
Empire	Wye Track	5
Engine Servicing & Car Shop Repair Tracks specified in SI 16-U1		5
	Within the building	3
Through Car Wash when washing		2
Unless Otherwise Specified: All Yard Trks, Industrial Trks and Public Delivery Trks connected with Amtrak Main or Running Trks		10

C-U1. OPERATING RULES QUALFICATIONS

Metro-North employees who operate or perform work over Amtrak between Division Post and CP 12 on Amtrak No. 1 Trk (MNR No. 6 Trk) are not required to attend a NORAC operating rules class. Metro-North Employees will be governed by Metro-North Operating Rules.

This does not relieve Metro-North's employees from meeting Amtrak's requirements for qualifying on the physical characteristics of the territory involved. This instruction applies to MNR Roadway Workers and Conductor-Flags.

F-U1. RIVERSIDE PARK OVERBUILD

- The Overbuild, located between MP 2.7 and MP 5.3 consists of a structure built above ground level supporting Riverside Park and enclosing the two (2) main tracks running within, designated No. 1 and No. 2 tracks.
- The Overbuild is approximately 2.5 miles long with west 72nd Street at the south end and west 123rd Street at the north end. The entire length falls under the jurisdiction and authority of the Hudson Line Dispatcher, 40 Office, New York.
- The Overbuild has been constructed with fixed steel grates within the ceiling at regular intervals for ventilation, and locked gates in the west wall at various locations to provide emergency access by Emergency personnel only, they are **NOT** intended as exits.
- The Overbuild is equipped with coaxial antennas, providing for radio communications between trains and the Hudson Line Dispatcher only.

16-U1. BLUE SIGNAL DERAILS

The following Rensselaer Maintenance Facility Engine Servicing & Car Shop Repair Tracks are equipped with hand operated blue signal derails:

Blue Signal Derail Locations

No. 1; No. 2 car wash
Nos. A, 3, 4, B, 5 main building tracks
Nos. 6, 7, 8, 9, 10, 11 storage tracks
No. 12 wheel true
Nos. 13, 14 car servicing tracks

36-U1. RENSSELAER MAINTENANCE FACILITY

All movements must make a complete stop at the doorway prior to entering the main building tracks. Before proceeding, a visual check of the building door must be made to ensure it is in the proper position. Movement warning buzzer must be turned on and engine bell sounded when entering or moving within the building.

36-U2. DIESEL AND DUAL-MODE ENGINE D-MODE OPERATION THROUGH EMPIRE TUNNEL

Crew Responsibilities Crews operating equipment with diesel or dual-mode engines in D-mode may not operate into tunnels without notifying the train dispatcher.

Dispatcher Responsibilities

When the equipment with diesel or dual-mode engines in D-mode clears the tunnel, the dispatcher must notify the designated IMCS employee to activate the tunnel fans.

40-U1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum height of the engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 for equipment authorized to operate on the NEC.

Notes shown in parentheses in the location column are defined at the end of the table.

Between	Tracks		
	1	2	Other
A & Empire (a) (b)	1	1	1
Empire & CP 12 (a) (c)	4	4	...
CP 75 (Poughkeepsie) & CP 125 (d)	7	7	...
CAP 125 & CP 156 (d)	6	6	...
LAB Moveable Bridge (CP LAB – MP 143.1) (e)	6	6	...
CP 156 & Hoffmans	5	5	5
Notes:			
(a) Capitoliner Control Car 9637 is prohibited from operating on the Hudson Line.			
(b) Engines of dimension #2 may operate when verbally authorized by the Dspr at PSCC.			
(c) Operation on the Wye at Empire is restricted to single units only.			
(d) Cars exceeding 286,000 lbs. are prohibited.			
(e) Cars exceeding 263,000 lbs. are prohibited. (Tracks 1 and 2)			

42-U1. HEIGHT RESTRICTIONS

Any equipment exceeding 14 feet 8 inches maximum height above the top of the rail is prohibited from operating in New York Penn Station, the North and East River Tunnels, and the Empire Tunnel.

43-U1. CLOSE CLEARANCE

Protecting against personal injury - the following locations will not clear a person on side of car.

MP	Location	Remark(s)
75	Metro North Stations	High Level Platforms
142.1	4, 2, 1, 3 Tracks	Passenger Platforms
1.4	No. 1 & 2	West side of No. 2, East side of No. 1 (construction)

47-U1. TRACKS EQUIPPED FOR DC ELECTRICAL OPERATION

Location	Track
Between A and a point 235 feet north of MP 1.	No. 2
Between beginning of track at Empire and a point 235 feet north of MP 1.	No. 1

47-U2. DC OPERATION RESTRICTED NORTH OF MP 5

Trains must not operate north of MP 5 with third rail shoes in lowered position, unless otherwise instructed.

72-U1. TRAIN INSPECTION DETECTORS

SI 72-S1 applies.

Type of Detector	MP Location	Direction of Operation	Tracks(s)
RA HBD-DED	83.7	North & South	1 & 2
RA HBD-DED	99.2	North & South	1 & 2
RA HBD-DED	121.4	North & South	1 & 2
DED	163.9	East & West	Single

98-U1. CONTROL OF YARD TRACKS

LOCATION	TRACKS	CONTROLLED BY	NOTES
Albany Yard	5, 7, 9, 11, 13, 15	Albany Yardmaster	1, 2
Rensselaer Maintenance Facility	The following tracks are designated Engine Servicing & Car Shop Repair Tracks: 1 - 14, A and B.	Mechanical Department	...
Note 1: Authority from the IMCS Department must be obtained before movement is made Track 15 IMCS Storage Track			
Note 2: Yardmaster may be contacted on channel 041-041. Mechanical personnel may be contacted on channel 023-023. Authority to occupy yard tracks does not ensure that the track is clear of other movements.			

104-U1. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

The following hand-operated switches are equipped with an electric lock; permission to occupy Main Track, Interlocking or Controlled Siding must be obtained from the Dispatcher before lock is removed from keeper.

Location	Switch	Notes
MP 1.2	Switch in No. 2 Trk. leading to Wye Lead Trk.	1
MP 1.4	Switch in No. 2 Trk. leading to Tail Trk.	1
MP 2.8	Switch in No. 2 Trk. To 72 Street Yard	1, 2, 4
MP 83.3	Switch in No. 2 Trk leading to Staatsburg Team Trk	1, 2
MP 89.8	Switch in No. 1 Trk leading to Rhinecliff Team Track	...
MP 112.9	Switch in No. 1 Trk leading to Hudson Yard South	...
MP 113.5	Switch in No. 2 Trk leading to River Track	...
MP 114.5	Switch in No. 1 Trk leading to Hudson Yard North	...
Note 1: To enter side track from Main Track, train must occupy track circuit which extends 50 feet from point of switch, before switch can be opened.		
Note 2: Switch and derail each equipped with electric lock. Switch locks must be removed from both switch and derail before either is operated. After movement is completed, both switch and derail must be restored to normal position before inserting switch lock at switch or derail.		
Note 3: After permission has been obtained from the Dspr or Opr, switch lock may be removed as follows Depress treadle on electric lock to remove switch lock. After switch lock has been removed from keeper, approximately thirty (30) seconds must elapse before electric lock can be released. After electric lock releases, step on bottom treadle to release handle of switch mechanism. Switch lock must be replaced in keeper after switch is returned to normal position for restoration of signals.		
Note 4: If signals are canceled to allow operation of switch, it will remain locked for 4 minutes before being released. If a TOL is present in the block, the electric locked switch will remain locked for 12 minutes before being released.		

104-U2. OPERATION OF DUAL CONTROL SWITCHES

In addition to the requirements of NORAC Rule 104 G., the following instructions are required when operating dual control switches at the following locations.

Location	Operation
CP 160	Employees must operate the east switch (31A) first, then the west switch (31A1) second, prior to movement over the switch.

104-U3. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Location	Track	Switch
MP 94.6 (trailing point southbound)	2	Barrytown Team Track
MP 99.2 (trailing point northbound)	1	Tivoli Team Track
MP 123.8 (trailing point southbound)	2	Stuyvesant Team Track

132-U1. TRACKS AND SWITCHES OUT OF SERVICE

The tracks and switches listed below are out of service for train movements, except when such movements are personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars. If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last IMCS Department employee to use the switch must spike the switch to prevent its accidental use.

MP Location	Track/Switch
1.2	Tail Track
83.3	Staatsburg Team Trk
99.2	Tivoli Team Trk
123.8	Stuyvesant Team Trk

138-U1. PUBLIC CROSSINGS AT GRADE

- **Column 1**: Apparatus provided to automatically interrupt operation of highway crossing protection, including motion sensing detectors and/or predictors. Rule 138(g) (3 & 4) applies.
- **Column 2**: Apparatus provided to interrupt operation of crossing protection manually by manipulation of a lever, plug or push button generally located on the signal control case close to the crossing. Rule 138(h) applies.
- **Column 3**: Circuitry will automatically interrupt crossing protection when switches, located within the activation circuit of the crossing, are reversed. After protection has been interrupted, trains must not occupy the crossing until the protection has been operating for at least 20 seconds, or if equipped with gates, they are in the horizontal position. Rule 138(g) (6) applies. (Also, see S.I.'s 138-S1 & 138-S2)

MP	CROSSING	1	2	3	Notes
76.0	River Point Rd	...	X	...	1
81.0	Ledgerock	X	...	...	...
81.5	Poughkeepsie Yacht Club	...	X	...	1
83.7	River Rd	...	...	...	...
99.0	Tivoli Rd	...	X	...	1
103.5	Cheviot Rd	...	...	...	...
106.1	Anchorage Rd	...	...	...	...
114.3	Broad St.	...	...	X	3
122.0	Ferry Rd	X	...	...	...
122.25	Ice House Rd	X	...	...	...
124.2	Riverview Park Rd	...	...	...	...
126.9	Hook Boat Club	...	X	...	2
134.1	Castleton Boat Club	X	...	...	...

MP	CROSSING	1	2	3	Notes
134.4	Scott Ave	...	...	...	...
135.0	Hamilton Way	...	...	...	...
137.2	Staats Island Rd	...	...	...	...
140.0	Tellers Crossing	X	...	...	...
149.8	Lincoln Ave	X	...	...	4, 5, 6
153.5	Morris Rd	X	...	...	...
154.3	Cordells Rd	X	...	...	...
164.6	Barhydt Rd	...	X	...	2
165.2	Rector Rd	...	...	...	...
166.5	Stone Arabia Rd	...	X	...	2

Note 1: De-activate Only. 2 Tracks - 2 Boxes

Note 2: De-activate/Activate

Note 3: Track 1 switch MP 114.5 - Switch Reverse- Gate recover on Track 1 only.

Note 4: Eastward trains approaching a Stop signal at CP 149 must occupy the crossing circuit. Stop must be made beyond the CC sign located 200 feet west of the eastbound home signal at CP 149. When the eastbound signal has been requested, the crossing warning system will be activated. After the crossing gates reach their horizontal position, the eastbound signal will be displayed. NORAC Rule 138, g. 3 is not applicable provided stop is made beyond the CC board.

Note 5: When a signal cannot be requested by the dispatcher and a train is operating under NORAC rule 241, they must be governed by NORAC rule 138, g. 3 and the crossing will activate when the train passes the eastward home signal.

Note 6: When receiving NORAC rule 241 at CP 149 eastward, NORAC rule 611 is not applicable.

277-U1. CP 94

The home signal governing northward movement on No. 2 track at CP 94 is located to the left of No. 2 track.

294-U1. SLIDE FENCE PROTECTION

Slide detector apparatus are in service on the HUD Main Line at the mileposts listed below. They are connected with the automatic block signal system to restrict train movement when activated.
Trains operating through these locations that receive a cab signal aspect change to Restricting must operate through the slide detector limits prepared to stop short of an obstruction on the track.
Trains with inoperative cab signals and trains governed by DCS Rules (Rule 406 DCS substitution for ABS) must approach the slide detector prepared to stop short of an obstruction and must not exceed Restricted Speed through the limits of the slide detector.

These restrictions apply to the head end only.

Slide Detector Fence Mileposts
105.29-105.41
105.29-105.41
105.68-105.82
106.01-106.08
106.96-107.03
107.44-107.55
119.43-119.56
128.13-128.22
128.91-128-99
129.03-129.15
129.89-130.04

562-U1. "NO FIXED ABS" SIGNS AT ENTRANCE TO RULE 562 TERRITORY

A white sign with a RED CIRCLE AND A RED DIAGONAL LINE across black letters "FIXED ABS" is placed at the following locations to remind employees that they are entering Rule 562 territory, where cab signals are used WITHOUT fixed automatic block signals.



- Attached to the northbound home signal for Tracks 1 & 2 at CP 138.
- Attached to the back side of the westbound cantilever signal mast for Tracks 1 & 2 at CP 141.
- Attached to the back side of the eastbound home signal for Tracks 1 & 2 at CP 145.
- Attached to the back side of the westbound home signal for Tracks 1 & 2 at CP 159.

706-U1. PORTABLE RADIO TRANSMISSIONS WITHIN THE EMPIRE TUNNELS

"STA/TUN/RPTR" channel is in service for portable radios within the North River, East River and Empire Tunnels. Lower powered portable radio transmissions made on "STA/TUN/RPTR" within the tunnels are picked up by a repeater and retransmitted on Road Channel 060 at high enough power to be received by portable and/or engine radios also located within the tunnels. While the "STA/TUN/RPTR" channel transmits on the repeater frequency, it receives on Road Channel 060.
Note: No adjustment is necessary for engine radios to communicate with portable radios while within the tunnels.
The Dispatcher at PSCC receives all transmissions made within the tunnels on Road Channel 060 or "STA/TUN/RPTR".

NOTE

No adjustment is necessary for engine radios to communicate with portable radios while within the tunnels.
The Dispatcher at PSCC receives all transmissions made within the tunnels on Road Channel 060 or "STA/TUN/RPTR"

900-U1. DISPATCHERS: ASSIGNED TERRITORIES

Phone numbers can be found in System Special Instruction 714-S1

Monday through Friday 7:00 AM – 11:00 PM	
DISPATCHER	**TERRITORY**
PSCC	A (inclusive) to Empire (inclusive)
Hudson Line	Empire (exclusive) to CP 12 (exclusive) MP 75.8 to CP 138 (exclusive)
Hudson Line North	CP 138 (inclusive) to CP 169 (exclusive)

Monday through Friday 11:00 PM – 7:00 AM	
DISPATCHER	**TERRITORY**
PSCC	A (inclusive) to Empire (inclusive)
Hudson Line	Empire (exclusive) to CP 12 (exclusive) MP 75.8 to CP 169 (exclusive)

Saturday 7:00 AM through Monday 7:00 AM	
DISPATCHER	**TERRITORY**
PSCC	A (inclusive) to Empire (inclusive)
Hudson Line	Empire (exclusive) to CP 12 (exclusive) MP 75.8 to CP 169 (exclusive)

940-U1 / 950-U1. TRAIN AND ENGINE SERVICE EMPLOYEES

Train and Engine Service employees signing up in Albany must report to and receive instructions from the Albany Yard Master.

941-U1. APPROACHING SPEED RESTRICTIONS – COMMUNICATIONS TO REMIND THE ENGINEER– FAST ACT

The Conductor must ensure the Locomotive Engineer is reminded of any locations in non-PTC territory where there is a reduction in speed of 21 MPH or greater from the approach to a curve, bridge or tunnel. The maximum authorized operating speed for passenger trains at that curve, bridge, or tunnel must be conveyed as outlined below.

1) The Conductor may perform this task or assign the task to another qualified person.

2) The person responsible for performing the task must be identified to all crew members during the initial job briefing and whenever the responsibility for performing the task changes.

3) The Conductor or designated qualified person must remind the Locomotive Engineer that the train is approaching a curve, bridge, or tunnel speed restriction, and confirm that the Locomotive Engineer has acknowledged the required speed reduction.

4) This reminder must be made after the train passes the last station (“station” means a location named in the timetable), but at least two miles from the restriction. 4. If the Engineer does not confirm the speed reduction reminder, or fails to demonstrate compliance with the required speed reduction, the qualified person must take prompt, appropriate action to slow or stop the train in order to ensure compliance with the restriction

For the purposes of the requirements, a “qualified person” must be qualified on the operating rules, special instructions, and physical characteristics of the territory, and must be qualified to apply the emergency brake, if necessary, to stop the train. Where the train crew consists of two Locomotive Engineers, including a Student Engineer who meets the qualification requirements, the requirements may be satisfied by the 2nd Locomotive Engineer or Student Engineer performing the task. Radio transmissions to qualified crew members in the body of the train are required when the reminder and acknowledgement of restrictions takes place in the operating cab of a locomotive. Locations identified as FAST Act zones are listed in the following tables.

Note: It is the duty of the respective division to ensure qualifying FAST Act locations are specified correctly within the pertinent Bulletin Order, General Order or Timetable. Any changes or additions in service or routes must be reflected in FAST Act speed tables, prior to operation. Crews are reminded to report any discrepancies concerning FAST Act restrictions to their supervisor.

FAST ACT Table

Trks	MP	Direction	Speed (MPH)	Reason	Notes
Both	114.1	Northbound	50	Curve	…
Both	115	Southbound	50	Curve	…
Both	124.3	Southbound	85	Curve	…
Both	141.1	Westbound	75	Curve	…
1, 2	141.8	Westbound	45	Curve	1
1, 2	145.2	Eastbound	40	Curve	…
Both	157.8	Westbound	55	Curve	…
Both	159.6	Westbound	30	Curve	…
Single	161.3	Eastbound	65	Curve	…
Note 1: Train Type D speed is 15MPH.					

POST ROAD BRANCH (PRB)

PRB Line Station Page

STATIONS		MP	INT	PS	NOTES
CP 187	Division Post (CSX) **R**-CSX NB TD (CSX Berkshire Sub)	187.5	X	...	...

STATIONS		MP	INT	PS	NOTES
CP 142	**R**-See SI 900-PR1	199.5	X	...	1
The Post Rd Branch extends westward from CSX Berkshire Subdivision CP 187 to Amtrak HUD CP 142. Mileposts are numbered 187.5 to 199.5.					
Note 1: Equipped with slip switches. Switches within the double slip are no dual-controlled. (See SI 80-S1)					
Note 2: Equipped with dual control switches.					

240-PR1. SIGNAL RULES

ACSES Rules: See SI 580-PR1

LOCATIONS	SINGLE TRACK	NOTES
CP 187 (MP 187.5) & CP 142 (MP 199.5)	261	...

37-PR1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in **bold type** are speed restrictions.
Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.

LOCATION	BETWEEN/AT	SPEED	
		PSGR	FRT
Post Road Single Track	MP 187.5 and MP 196.5	79	50
	MP 196.5 and MP 196.7	65	50
	MP 196.7 and MP 199.0	79	50
	MP 199.0 and MP 199.5	15	10

40-PR1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum height of the engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 for equipment authorized to operate on the NEC.
Notes shown in parentheses in the location column are defined at the end of the table.

LOCATION	SINGLE TRACK	
	DIM EQUIP	NOTES
Post Road Branch	6	1, 2
Note 1: Merchandise Freight: cars exceeding 263,000 lbs. prohibited.		
Note 2: Coal, Ore, & Grain cars exceeding 270, 000 lbs. prohibited.		

138-PR1. HIGHWAY RAIL GRADE CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

- **Column 1:** Apparatus provided to automatically interrupt operation of highway crossing protection, including motion sensing detectors and/or predictors. Rule 138(g) (3) applies.
- **Column 2:** Apparatus provided to interrupt operation of crossing protection manually by manipulation of a lever, plug or push button generally located on the signal control case close to the crossing.
- **Column 3:** Circuitry will automatically interrupt crossing protection when switches, located within the activation circuit of the crossing, are reversed. After protection has been interrupted, trains must not occupy the crossing until the protection has been operating for at least 20 seconds, or if equipped with gates, they are in the horizontal position.

Crossings below: De-activate/Activate.

MP	CROSSING	1	2	3
188.5	Duck Pond Rd	...	X	...
189.4	Eleanor Dr	...	X	...
191.1	Maple Hill Rd	...	X	...
195.4	Hays Rd	....	X	....

580-PR1. ACSES RULES IN EFFECT FOR ALL AMTRAK TRAINS

ACSES Rules 580 through 590 and all ACSES related Special Instructions are in effect on the Main Track between the limits specified below.
TSR enforcement is NOT in effect on the Post Road Branch.
Civil speeds will be enforced but NOT be displayed on the ADU. MAS portion will remain solid “- -”.

- Westbound: ACSES will begin enforcement as trains pass the CP187 Eastbound home signal at MP 187.5. CP142 7W PTS enforcement is in effect.
- Eastbound: ACSES will remain active for eastbound trains entering the Post Road Branch from HUD CP142.

900-PR1. DISPATCHERS: ASSIGNED TERRITORIES

Phone numbers can be found in System Special Instruction 714-S1

DISPATCHER	TERRITORY
Monday to Friday 7:00 AM to 11:00 PM	
Hudson North	CP 142, inclusive to CP 187 (CSX), exclusive.

DISPATCHER	TERRITORY
Monday to Friday 11:00 PM to 7:00 AM and Weekends	
Hudson North	CP 142, inclusive to CP 187 (CSX), exclusive.

941-PR1. APPROACHING SPEED RESTRICTIONS – COMMUNICATIONS TO REMIND THE ENGINEER – FAST ACT

The Conductor must ensure the Locomotive Engineer is reminded of any locations in non-PTC territory where there is a reduction in speed of 21 MPH or greater from the approach to a curve, bridge, or tunnel. The maximum authorized operating speed for passenger trains at that curve, bridge or tunnel must be conveyed as outlined below.

1) The Conductor may perform this task or assign the task to another qualified person.

2) The person responsible for performing the task must be identified to all crew members during the initial job briefing and whenever the responsibility for performing the task changes.

3) The Conductor or designated qualified person must remind the Locomotive Engineer that the train is approaching a curve, bridge or tunnel speed restriction, and confirm that the Locomotive Engineer has acknowledged the required speed reduction. This reminder must be made after the train passes the last station (“station” means a location named in the timetable), but at least two miles from the restriction.

4) If the Engineer does not confirm the speed reduction reminder or fails to demonstrate compliance with the required speed reduction, the qualified person must take prompt, appropriate action to slow or stop the train in order to ensure compliance with the restriction.

For the purposes of the requirements, a “qualified person” must be qualified on the operating rules, special instructions, and physical characteristics of the territory, and must be qualified to apply the emergency brake, if necessary, to stop the train. Where the train crew consists of two Locomotive Engineers, including a Student Engineer who meets the qualification requirements, the requirements may be satisfied by the 2nd Locomotive Engineer or Student Engineer performing the task. Radio transmissions to qualified crew members in the body of the train are required when the reminder and acknowledgement of restrictions takes place in the operating cab of a locomotive. Locations identified as FAST Act zones are listed in the following tables.
Note: It is the duty of the respective division to ensure qualifying FAST Act locations are specified correctly within the pertinent Bulletin Order, General Order or Timetable. Any changes or additions in service or routes must be reflected in FAST Act speed tables, prior to operation. Crews are reminded to report any discrepancies concerning FAST Act restrictions to their supervisor.

Track(s)	MP	Direction	Speed (MPH)	Reason (Curve, Bridge, Tunnel)
Single	199.0	Westbound	15	Curve

NIAGARA WHIRLPOOL BRIDGE (NGB)

NGB Line Station Page

STATIONS		MP	INT	PS	Notes
Division Post (CSX CP 28)	(Niagara Whirlpool Bridge) (CSX) (Niagara Branch Sub)	28.2	...	...	1
Niagara Falls		28.3	...	X	...
Division Post (CN MP 0.47)	(Niagara Whirlpool Bridge) (CN) (Grimsby Sub)	28.57	...	...	1

STATIONS	MP	INT	PS	Notes
The direction from MP 28.2 to MP 28.57 is North.				
Note 1: The Niagara Whirlpool Bridge Trk between MP 28.2 and MP 28.57 is governed by NORAC Rule 98 – "Movement on a track not governed by ABS, DCS or interlocking rules must be made at Restricted Speed."				

A-NG1. REQUIRED BOOKS

Crews operating on the Niagara Whirlpool Bridge are not required to carry the NORAC Operating Rules *(located in the Comply365 Library).*

16-NG1. BLUE SIGNAL DERAILS

The following Niagara Falls Engine Servicing & Car Shop Repair Tracks are equipped with hand operated blue signal derails:

- House Track and Middle Track

37-NG1. MAXIMUM SPEED

Location	Between/At	Restricted Speed Not	
		Psgr	Frt
Niagara Whirlpool	MP 28.2 & MP 28.57	10	10
Engine Servicing & Car Shop Repair Tracks specified in SI 16-NG1		5	5

40-NG1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum height of the engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 for equipment authorized to operate on the NEC.
Notes shown in parentheses in the location column are defined at the end of the table.

Location	Single Track	
	Dim Equip	Notes
Niagara Whirlpool Bridge	6	...

98-NG1. CONTROL OF YARD TRACKS

Niagara Falls Maintenance Tracks: The following tracks are designated Engine Servicing & Car Shop Repair Tracks:

- House Track, Middle Track.

900-NG1. DISPATCHERS: ASSIGNED TERRITORIES

Phone numbers can be found in System Special Instruction 714-S1.

DISPATCHER	TERRITORY
Hudson Line	MP 28.2, exclusive to MP 28.57, exclusive

NEW YORK TERMINAL DISTRICT (NYT)

NYT Line Station Page

STATIONS		MP	INT	PS	NOTES
A	R-PSCC (Hudson Line) (Main Line-New York to Philadelphia)	0.2	X	...	6
KN	R-PSCC	0.1	X	...	6
NEW YORK	(Penn. Station)	0.0	...	X	...
C	R-PSCC	0.1	X	...	6
JO	R-PSCC	0.1	X	...	6
F	R-PSCC (Sunnyside Yard) (North Runner Trk) (Sub 1, 2 & 3 Running Trks.) (Loops: “A”, 1 & 2 Running Trks.)	3.0	X	...	1, 2, 4, 5
HAROLD	R-PSCC (Main Line-Harold to CP 216)	3.7	X	...	3

Mile Post Distances are measured from New York Penn Station.

The Direction from New York to Harold is eastward.

The direction from New York to A is westward.

Loop Int, T Int, Q and R Switching Centers are located in Sunnyside Yard.

T and Loop Int are located between R and F Int. T and Loop Int is under the direction of R. Loop Int is equipped with a Dual Control Switch (No. 19 Sw).

Note 1: Sub 1, 2 & 3 Running Tracks between Q & F, under the direction of Q.

Note 2: Loop “A”, 1 & 2 Running Tracks between F & R, under the direction of R.

Note 3: Connecting Running Track between Q & End of Track, under the direction of Q.

Note 4: Q to R - North Runner Trk, Hump Trk & Eastward Engine Trk under the direction of R.

Note 5: Equipped with moveable point frogs. See SI 80-S1.

Note 6: Equipped with slip switches. See SI 80-S1.

240-T1. SIGNAL RULES and CURRENT OF TRAFFIC

On tracks where Rule 261 is in effect, ABS Rules and CSS Rules 550 through 561 are in effect for movements in both directions.
ACSES Rules: PTC Rules 580-590 and all ACSES. Special Instructions are in effect for movements in both directions between JO/C & Harold.

Between	Tracks				Notes
	4	3	2	1	
A & JO	Interlocking Rules in effect on Tracks 15 through 5				...
A & C	Interlocking Rules in effect on Tracks 18 through 16				...
KN & C	Interlocking Rules in effect on Tracks 21 through 19				...
JO/C & Harold	261	261	261	261	...
F & Harold	Interlocking Rules in effect on Line 2 Connection				1
F Int	Interlocking Rules in effect on Loop 1				1
Within Penn. Station, New York, station tracks 5 through 21 are designated Main tracks.					
Note 1: CSS Rules in effect for movement in both directions.					

37-T1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Locations and speeds shown in normal type are maximum authorized speeds.
Locations and speeds shown in **bold type** are speed restrictions.
Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.

PASSENGER TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

PASSENGER TRAINS					
Between/At		Tracks			
		No. 1	No. 2	No. 3	No. 4
West Limits A Int. & East Limits JO & C Ints. - All tracks		All Tracks 15			
*Through East River Tunnels		60	60	60	60
East River Tunnels & Harold		60	60	60	60
F Int. Line 2 Connection - All tracks		45			
F Int. Long Island City Eastward Psgr Trk - All Tracks		30			
F Int & F Int Signal located 442 feet east of the Thomson Ave OH Br:	Loop 1 track	45			

PASSENGER TRAINS						
Between/At		Tracks				
		No. 1	No. 2	No. 3	No. 4	
F Int Signal located 442 feet east of the Thomson Ave OH Br and F Int westward Home Signal	Loop 1 track	30				
Harold Int.:	Long Island City Westward Psgr Trk	40				
	Long Island City Eastward Psgr Trk	30				
	Diverting movements to & from NYS No. 1 Trk	45				
	Long Island Frt Trk	60				
	RPR Track	45				
	Track A	45				
	Track B/C	45				
	Track D	45				
	Westbound Bypass Track	60				
*Amtrak Capitoliner Control Cars, series 9632 through 9651 and conference car 9800 are restricted to 50 MPH through the East River Tunnels, JO & C to F.						
*Amtrak car 9800 must not exceed 30 MPH between signal locations listed in 37-T6.						

PASSENGER TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

FREIGHT TRAINS						
Between/At		Tracks				
		No. 1	No. 2	No. 3	No. 4	
West Limits A Int. & Eastern Limits of JO & C Ints:	All Tracks	8				
JO & C Ints & Eastern Limits of Harold	All Tracks	10				
Harold Int :	Track A	10				
	Track B/C	10				
	Track D	10				
	Westbound Bypass Track	10				

C-T1. LONG ISLAND RAILROAD EMPLOYEES

Timetable, Book of Rules and General Notices of the Long Island Railroad will apply and be the authority for movement of Long Island Railroad trains and track cars between Harold and **A**, under the direction of Terminal Superintendent. Amtrak Movement Permit Form D will be used in lieu of Long Island Railroad Form L. Differences between Amtrak and Long Island Railroad operating rules and procedures will be covered in Long Island Railroad Special Instructions and General Notices and reviewed in periodic examination classes.

C-T2. PHYSICAL CHARACTERISTICS QUALIFICATION - ASSISTANT CONDUCTORS AND CONDUCTORS

- Amtrak New York Crew Base Zone 1 and Zone 2 Assistant Conductors must be qualified on the physical characteristics of New York Pennsylvania Station and Sunnyside Yard.
- Conductors and Assistant Conductors absent from work train, yard and/or relay service in the New York Terminal District for 6 months or longer must contact a Terminal Trainmaster or an Operating Practices Department representative before starting such an assignment.

16-T1. BLUE SIGNAL PROTECTION: NEW YORK PENN STATION TRACKS 5 THROUGH 21

The following blue signal protection procedures apply on New York Penn Station Tracks 5 through 21, which are designated as Main Tracks in SI 240-T1.

NOTE: The provisions of Rule 16 pertaining to “Other Than Main Tracks” apply to New York Penn Station Tracks 1 through 4 and tracks in Yards A, C, D, and E.

1) **Responsibilities of Mechanical Worker-in-Charge (WIC)**

The WIC must take the following action before authorizing or performing any work that requires Blue Signal Protection (BSP):

(a) Before establishing BSP, the WIC must contact the PSCC Train Dispatcher and request protection for the track(s) required.

(b) When Blue Signal Protection is no longer required, the WIC must notify the PSSC Train Dispatcher.

2) **Responsibilities of PSCC Train Dispatcher**

The PSCC Dispatcher must take the following actions when the Mechanical Department Worker-In-Charge (WIC) requests protection for BSP.

(a) Display Stop Signal(s) and apply blocking devices to switches and signals leading to the affected track. These safeguards must remain applied until the WIC has notified the Train Dispatcher that BSP is no longer required.

(b) The Train Dispatcher must make a written record of blocking devices' application time and removal time for the associated track(s) and ensure records are retained for 15 days.

16-T2. BLUE SIGNAL PROTECTION: SUNNYSIDE YARD

Fixed blue signal lights are in service at the locations listed below. When lights are illuminated, the restrictions of NORAC Rule 16 (a) apply to the track between fixed derails.

- Adjacent to High-Speed Rail S&I Building Trks 1 & 2
- Engine House Trk

- Coach Repair Shop Trk Nos. 37 (Wheel 3), 38 (Wheel 4) & 39 (Wheel 5).

Responsibilities of the Mechanical Department Worker-In-Charge (WIC)
The Yardmaster and WIC must coordinate the establishment of Blue Signal Protection on Yard Tracks Nos. 1-36. Once blue signal protection is removed by the Worker-In-Charge (WIC), the Sunnyside Yardmaster must be notified.

19-T1. ENGINE WHISTLE OR HORN: PENN STATION, A, JO, C, AND KN INTERLOCKINGS

Except when approaching Roadway Workers or in an emergency, trains must **not** sound their engine whistle or horn while within A, JO, C and KN interlockings or within the roofed or enclosed areas of Penn Station. This restriction is intended to prevent hearing loss injuries to passengers as well as employees working in the station.

22-T1. ENGINE HEADLIGHT: PENN STATION

Trains standing in New York Penn Station must extinguish their headlights until ready to depart.

34-T1. SUNNYSIDE - 480 VOLT STANDBY

To assist crews in spotting equipment for 480-volt standby, yellow stripes are painted adjacent to tracks 1 through 11, west of the COBRA crossing. When equipment is left standing on these tracks, the rear car must be spotted next to the yellow stripe.

36-T1. PENN STATION: SPOTTING 9 CAR PUSH-PULL SET

Trains arriving at PSNY routed to Track 2 with a 9-car push-pull set will arrange to spot their equipment with the engineer’s cab window adjacent to the 9PP car marker sign located at the east end of the platform.

36-T2. DIESEL AND DUAL-MODE ENGINE D-MODE OPERATION THROUGH EMPIRE TUNNEL

1) **Crew Responsibilities**

   Crews operating equipment with diesel or dual-mode engines in D-mode may not operate into tunnels without notifying the train dispatcher.

2) **Dispatcher Responsibilities**

   When the equipment with diesel or dual-mode engines in D-mode clears the tunnel, the dispatcher must notify the designated IMCS employee to activate the tunnel fans.

36-T3. DIESEL AND DUAL-MODE ENGINE D-MODE OPERATION THROUGH NORTH RIVER AND EAST RIVER TUNNELS

This special instruction does not apply to Diesel Engines dead-in-tow.

1) **Crew Responsibilities**

   Crews operating equipment with diesel or dual-mode engines in D-mode may not operate into tunnels without obtaining the train dispatcher's permission. When notified by the train dispatcher that the tunnel exhaust fans are active, the train must not exceed 15 MPH unless otherwise instructed.

2) **Dispatcher Responsibilities**

Prior to authorizing the movement of diesel or dual-mode equipment in D-mode within the tunnels, absolute block protection must be provided to the front and rear of the train. Once the train clears the tunnel, the dispatcher must notify the designated IMCS employee to activate tunnel fans. Blocking protection within the tunnel must be maintained by the dispatcher until notified the exhaust fans are deactivated. (The fans will run for approximately 5 minutes). If the train must operate through the tunnel while exhaust fans are active, the crew must be notified of this condition and be instructed not to exceed 15 MPH. Blocking devices must be restored upon the train's entry into the tunnel. If other speeds are issued while exhaust fans are active, they must be authorized by movement office management and issued via TSRB addition.

36-T4. NEW YORK PENN STATION

All westward Amtrak trains arriving at New York Penn Station that are destined for the NYP line shall arrange to spot their equipment as far west on the platform as practical to receive and/or discharge customers unless otherwise instructed by the PSCC Dispatcher.

36-T5. DIESEL AND DUAL-MODE ENGINE OPERATION THROUGH NEW YORK PENN STATION / MOYNIHAN TRAIN HALL.

To avoid the flow of diesel fumes into the Moynihan Train Hall
Westbound trains with Diesel engine(s) operating in diesel mode must be spotted as far west as signal indication will permit.

37-T2. ACSES TRAIN TYPE SELECTOR SWITCH

Different Train Type "B" definitions are in effect on the NYP and NHB lines. Engineers taking charge of regional service passenger trains in New York must ensure that the train type selector switch is in the proper position for the Train Type "B" definition in effect on the line they will traverse.

37-T3. SPEEDOMETER CHECKING: MEASURED MILES

White marker posts bearing the letters MM (measured mile) are in service for eastward movements at the following locations:

- No. 1 (Line 1) track at Signal 1E14 and a point 2420 feet east of Long Island City shaft.
- No. 2 (Line 2) track 75 feet east of Signal 2E14 and 2550 feet east of the Long Island City shaft.
- No. 3 (Line 3) track 437 feet east of Signal 3E14 and 3000 feet east of the Long Island City shaft.
- No. 4 (Line 4) track at Signal 4E14 and a point 2700 feet east of Long Island City shaft.

37-T4. MAXIMUM SPEEDS-RUNNING TRACKS

Track	Between	And	Restricted Speed not exceeding
North Runner	Q	R	15 MPH
Sub Tracks 1 & 2	Q	Rev curves at jump over of Line 2 & Line 4	8 MPH
Sub Tracks 1 & 2	Rev curves at jump over of Line 2 & Line 4	F	15 MPH
Sub Trk 3	Q	F	8 MPH

Track	Between	And	Restricted Speed not exceeding
Connecting	Q	End of Track	5 MPH
Loop Nos. 1 & 2	F	First curve east of Loop	15 MPH *
Loop A	Loop	First curve east of Loop	15 MPH
Loop A, 1 & 2	First curve east of Loop	T	5 MPH.
Loop A, 1 & 2	T	R	5 MPH
* Drafts containing passenger cars on Loops Nos. 1 and 2 must not exceed 3 MPH while moving through car washing machines when cars are being washed.			

37-T5. MAXIMUM SPEEDS-OTHER TRACKS

Location	Tracks	Restricted Speed not exceeding
Sunnyside Yard	Eastward and Westward Engine Tracks	5 MPH
Sunnyside Yard	All tracks between R Switching Center and the western limits of Q Switching Center, except the North Runner	5 MPH

37-T6. SPEED RESTRICTIONS: AMTRAK CAR 9800: JO & C TO F

Amtrak car 9800 must not exceed 30 MPH when operating within the East River Tunnels between the signal locations listed below.

Track	Eastward	Westward
No. 1 (Line 1)	1E08-1E14	1E15-1E09
No. 2 (Line 2)	2E08-2E14	2E17-2E07
No. 3 (Line 3)	3E08-3E14	3E17-3E07
No. 4 (Line 4)	4E08-4E14	4E15-4E07

40-T1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum height of the engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 for equipment authorized to operate on the NEC.
Notes shown in parentheses in the location column are defined at the end of the table.

Locations	Tracks				
	4	3	2	1	Other
A Int. & JO/C: All Station tracks. (a)(b)	1	1	1	1	1
JO/C & F (a)(b)(c)	1	1	1	1	...

Locations	Tracks				
	4	3	2	1	Other
F & Harold (a)	3	3	3	3	...
Sunnyside Yard, all tracks	3	3	3	3	3
High Speed Rail S&I Building, all tracks	...	...	...	...	1
Notes:					
(a) Capitoliner Control Car 9637 is prohibited from operating between A and Harold.					
(b) Engines of dimension #2 may operate when verbally authorized by the Dispatcher at PSCC.					
(c) NJ Transit Comet III, IV, & V cars in series 5000-6601, incl.; No. 4 Trk (Line 4) F-C; not exceeding 40 MPH.					

41-T1. CWR EQUIPMENT-A and HAROLD

Freight trains containing two or more Continuous Welded Rail (CWR) cars coupled to each other must operate

- No. 11 Trk. through Penn Station
- No. 1 Trk between JO & Harold
- No. 12 Trk through Penn Station
- No. 2 Trk between JO & Harold with no diverging movements at A, JO or F interlockings, and are prohibited on Connecting Trk. between Harold & Q Switching Center. This restriction applies to CWR cars of foreign railroads & includes Amtrak equipment in car series 15250-15252, and 15260-15316.

42-T1. HEIGHT RESTRICTIONS

Any equipment exceeding 14 feet 8 inches maximum height above the top of the rail is prohibited from operating in New York Penn Station, the North and East River Tunnels, and the Empire Tunnel.

42-T2. EQUIPMENT RESTRICTED FOR GRAND CENTRAL BRANCH

The listed equipment is restricted from operating on Grand Central Branch.
Amtrak: All Equipment
Long Island Railroad: DE30 (400-422), DM30 (500-522), C3 Bi-Level Control Cars (5001-5023), Diesel Engines (E-10 Engs 101-107 and E-15 Engs 150-172)

42-T3. TRAIN RESTRICTIONS FOR GRAND CENTRAL BRANCH

The following Amtrak and Long Island Railroad trains are restricted from entering LIRR Grand Central Branch. If routed to the grand central branch in error, the listed trains below must stop immediately, and contact the PSCC console operator and be governed by the instructions received.

Amtrak Westbound Trains (Weekday)
55
67

Amtrak Westbound Trains (Weekday)
85
93
95
137
141
171
173
175
179
2151
2153
2155
2159
2163
2167
2169
2173

Amtrak Westbound Trains (Weekend)
57
65
87
99
135
139
147
149
157
161
163
165
167

Amtrak Westbound Trains (Weekend)
169
195
2249
2251
2253
2255
2257
2259

Long Island Railroad Westbound Trains (All Times)
603
605
651
655
2703
2737
2739
2743

43-T1. CLOSE CLEARANCE: JO TO A

Close clearance exists at the east end of No. 14 track adjacent to stairway, where pedestrian barricade is erected along platform. Crews must exercise caution and must not discharge passengers in this area.

43-T2. CLOSE CLEARANCE: SUNNYSIDE YARD CAR SHOP AND LOCOMOTIVE SERVICING TRACKS

Within the Sunnyside Locomotive & Coach Repair Shop, the ground along the north and south sides of Tracks 38 (Wheel 4) and 39 (Wheel 5) is marked in red due to close clearance. Equipment or other obstructions adjacent to these tracks and within the red area will foul these tracks. Equipment operating on these tracks encountering equipment or obstructions within the red area must stop immediately and may not continue movement until the equipment or obstruction is clear.

47-T1. TRACKS EQUIPPED FOR DC ELECTRICAL OPERATIONS

Main Tracks

Location/Tracks
All Tracks Between Harold and C-JO

Running Tracks

Location/Tracks
Sub tracks 1, 2 and 3 to a point 1000 feet east of connection with No. 4 track (Line 4) and No. 2 track (Line 2) at F. Loop tracks No. 1 & 2 to a point 1000 feet east of connection with No. 1 track (Line 1) and No. 3 track (Line 3) at F.

Other Tracks

Location/Tracks
Loop A; between Loop & R. 3rd rail shoes are required to be in the down position until equipment is clear of the R Switching Center Loop A westward home signal.
Loop 1; between Loop & T. 3rd rail shoes are required to be in the down position until equipment is clear of T Interlocking.
Third rail is installed over route extending between Sub 1 Trk F-Q; Sub 1 and 2 Crossover (Q 67 SW)
Q Switching Center 1 Lead and North Runner Q-R to a point 1000 ft. east of hand-operated crossover leading to LIRR Midday Yard.
Loop 1; between F & Loop interlocking, extending east into Loop interlocking to a point 15 feet west of the facing point turnout for eastward movement to Loop A (19 Sw).
Loop 2; between F & Loop interlocking, extending east into Loop Interlocking to a point 15 feet west of the facing point switch (21A Sw.) for eastward movement to Loop 1.
543 feet of new track within Harold Interlocking limits, designated as Long Island Freight Track, located 553 feet east of MP3.7 (Former Harold Interlocking Station).
982 feet of new track within Harold Interlocking limits, designated as Track A, located 1687 feet east of MP3.7 (Former Harold Interlocking Station).
81 feet of new track within Harold Interlocking limits, designated as Track B/C, located 742 feet east of MP3.7 (Former Harold Interlocking Station).
1292 feet of new track within Harold Interlocking limits, designated as Track D, located 2233 feet east of MP3.7 (Former Harold Interlocking Station).
705 feet of new track within Harold Interlocking limits, designated as Southeast Lay Up Track, located 3278 feet east of MP3.7 (Former Harold Interlocking Station).
3119 feet of new track within Harold Interlocking limits, designated as Westbound Bypass Track, located 3198 feet east of MP3.7 (Former Harold Interlocking Station).

NY Penn Station

Location/Tracks
A Yard Track 5A
D Yard Track 6
Station tracks 5 through 21 inclusive
No. 1x, and No. 3x through 6x tracks inclusive

Location/Tracks
Tracks 8C, 9C & 10C between KN and Yard C

98-T1. R SWITCHING CENTER

Movements through R Switching Center are governed by indications of fixed signals controlled by the Operator at R.
R Switching Center is not an Interlocking, however Interlocking Rules 600 through 616 and Special Instruction 601-S1 govern operations at R Switching Center.

98-T3. CONTROL OF YARD TRACKS AND TRACK DESIGNATION

Authority of the employee named must be obtained before any movement is made between Tracks between Q and R Switching Centers.

TRACKS	CONTROLLED BY	RADIO CHANNEL	TRACK DESIGNATION
Trk Nos. 37 (Wheel 3), 38 (Wheel 4), & 39 (Wheel 5) of the Locomotive & Coach Repair Shop between 50 feet west of derail on west end and 50 feet east of derail on east end.	Coach Shop Mechanical Supervisor, Sunnyside Yard	043-043	Car Shop Repair Track Area
Engine House Track & Engine Ready Track of the Locomotive & Coach Repair Shop between the “Entering Engine House Territory” signs posted outside the building limits.	Engine House Mechanical Supervisor, Sunnyside Yard	043-043	Locomotive Servicing Track Area
S&I Tracks 1& 2 of the High-Speed Rail Building	High Speed Rail Supervisor, Sunnyside Yard	036-036	Locomotive Servicing and Car Shop Repair Track Area
All other tracks	Sunnyside Yardmaster	036-036	…

98-T4. Q SWITCHING CENTER

Movements through Q Switching Center are governed by indications of fixed signals controlled by the Q switching center operator at R switching center.
Q Switching Center is not an Interlocking, however Interlocking Rules 600 through 616 and Special Instruction 601-S1 govern operations at Q Switching Center.

104-T1. NORMAL POSITION OF SWITCHES & CROSSOVERS AT SPECIFIED LOCATIONS

Switch location	Connecting	With	Normal Position is for Movement	Notes
Q Switching Center	1 Lead	Wheel Shop	To Engine House Territory	1
Q Switching Center	1 Lead	West Lead of Engine House	To Engine House Territory	1
West of R	Wheel Shop Lead	East Lead of Engine House	To Engine House Territory	...
Hump Track Sunnyside Yard	Hump Track	Eastward Engine Trk	To Eastward Engine Track	...
Note 1: Employees operating on or off the west end of Tracks 36, 37, 38 & 39 upon completion of their movement **MUST** line switches for movement to Engine House territory				

104-T2. DERAIL DISTANCE MARKER- SUNNYSIDE YARD TRACKS

A red stripe painted on either the crossties, web of both rails, or platform, indicates the distance from a hand-operated derail. Depending on the speed of the track, the red stripe will be painted 50 feet (5 MPH or less) or 150 feet (more than 5 MPH) from the derail.

104-T3. SUNNYSIDE YARD - MOVEMENT RESTRICTIONS

At most locations in Sunnyside Yard, movement from 2 or more-yard tracks into Q and R Switching Centers are governed by a common signal. To avoid the possibility of conflicting movements, trains operating from Sunnyside Yard to Q or R must obtain verbal permission from the Operator before accepting the signal or fouling the switches prior to the signal.

104-T4. SUNNYSIDE YARD - MOVEMENTS NORTH RUNNER TO MW STORAGE TRACK

A hand operated facing point turnout is in service 625 feet west of R Interlocking home signal for westbound movements from the North Runner to the east end of the MW Storage Track. Dwarf signals are in service on the North Runner east and west of the switch.
When the switch is lined in normal position for movement on the North Runner the signals will display Restricting and a pipe connected derail remains applied on the Storage Track.
When the switch is lined for movement to the MW Storage Track the signals will display Stop Signal and the derail will be in the non-derailing position.
Movement from the North Runner to the MW Storage Track must operate past the Restricting signal and stop prior to reaching the switch points before operating the switch.
Movement from the MW Storage Track to the North Runner must receive permission from the Operator at R before the switch may be operated.
Note: In the application of Rule 241, when Stop Signals are displayed at this location, authority to pass the signal must come from the Operator at R after the proper position of the switch has been verified and reported to the Operator.

132-T1. TRACKS AND SWITCHES OUT OF SERVICE

The tracks and switches listed below are out of service for train movements, except when such movements are personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars.

If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last IMCS & Captial Delivery Department employee to use the switch must spike the switch to prevent its accidental use.

Location	Track/Switch
A Int - E Yard	Tracks 4E, 5E, 6E.
Q Switching Center	Sub 4 Track; Q Spur between barricades erected 50 feet west of No. 49 crossover in reverse position and a barricade erected 50 feet east of No. 50 turnout in normal position.
	No. 4 Lead
	No. 5 Lead

132-T2. BENCH WALL INSPECTION PROCEDURES

1) **Notification and Inspection Requirements:**

Train crews must promptly report any potential contact between equipment and tunnel bench walls. When a train crew reports a potentially damaged bench wall that is not associated with a track defect, the following procedures apply:

(a) **Train Dispatcher Responsibilities:**

1) The Train Dispatcher must not permit subsequent trains to enter the affected area without transmitting instructions to inspect the bench wall for damage.

2) Instruct the first train to operate at a maximum speed of 30 MPH within the affected area while inspecting the bench wall for damage.

3) If the crew of the first train reports no damage found, subsequent trains may resume normal speed.

(b) **Train Crew Responsibilities:**

1) Operate at a speed not exceeding 30 MPH as directed by the Train Dispatcher within the specified limits.

2) Conduct a thorough inspection of the bench wall for any signs of damage.

3) Promptly report inspection results upon clearing the affected area.

132-T3. WORKING LIMITS FOR FOUL TIME OR TRACK OUT OF SERVICE.

At New York Penn Station platforms, Working Limits for Foul Time or Track Out of Service must be requested signal to signal or interlocking to interlocking.

138-T1. SUNNYSIDE YARD - COBRA CROSSING

Equipment must not be left standing closer than 15 feet to the first COBRA crossing west of Honeywell Ave. OH Br (first OH Br west of R Int Station), in order to increase visibility at the crossing.

277-T1. DUPLICATE SIGNALS

Duplicate signals are on the left side of the track at:

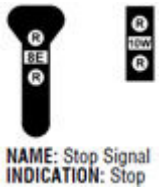
- Signal 2E11, Trk 2 East River Tunnel, designated R2E11.
- Signal 2E21, Trk 2 East River Tunnel, designated R2E21.
- Signal 4E21, Trk 4 East River Tunnel, designated R4E21.

Duplicate signals are on the right side of the track at:

- Signal 3E21, Trk 3 East River Tunnel, designated R3E21.

277-T2. NON-CONFORMING ASPECTS: A, KN, C & JO

The signal aspects illustrated, which are not in conformity with typical aspects, are in service between the western limits of **A** & **KN** Interlockings, and the eastern limits of **C** & **JO** Interlockings. Even though these signals are numbered with a lever number and an “E” or “W”, their most restrictive aspect is STOP. Signals W-04 on tracks 1X and 2X, are automatic signals, and their most restrictive aspect is Stop & Proceed.



NAME: Stop Signal
INDICATION: Stop



NAME:
Stop and Proceed
INDICATION:
Shown in Rule 291

277-T3. HAROLD INTERLOCKING

1) **Eastward Signals**

- The home signal (SIG 20E) governing eastward movement on Track A at Harold Interlocking is located to the left.
- The home signal (SIG 25E) governing eastward movement on Track B/C at Harold Interlocking is located to the left.
- A white arrow is in service on the eastward Interlocking Signal No. 12E (On LIRR Port Washington No. 1 Track 2114 feet east of MP 3.7.)
- A white arrow is in service on the eastward Interlocking Signal No. 65E (On the Long Island Freight Track 2124 feet east of MP 3.7.)

An Illuminated arrow indicates that the route is lined to the Port Washington Branch.

All Amtrak trains scheduled for the NYS Line must stop clear of the interlocking signal if the arrow is lighted and contact PSCC immediately for instructions.

2) **Westward Signals**

- A white arrow is in service on the westward interlocking signal (No. 66W) located on Port Washington No.2 Track.

- A white arrow is in service on the westward interlocking signal (No. 67W) located on the Main Line No.2 Track.
- A white arrow is in service on the westward interlocking signal (68W Signal) located on Main Line No.4 Track.
- A white arrow is in service on the westward interlocking signal (55W Signal) located on Long Island Freight Track.
- A white arrow is in service on the westward interlocking signal (69W Signal) located on Southeast Lay Up Track.
- A white arrow is in service on the westward interlocking signal (12W Signal) located on Port Washington No.1 Track.
- A white arrow is in service on the westward interlocking signal (13W Signal) located on Main Line No.3 Track.
- A white arrow is in service on the westward interlocking signal (22W Signal) located on Port Washington No.1 Track.
- A white arrow is in service on the westward interlocking signal (24W Signal) located on Main Line No.1 Track.

An illuminated arrow indicates route is lined to Grand Central Terminal Branch.

All trains scheduled for Penn Station New York must stop clear of the interlocking signal if the arrow is lighted and contact PSCC immediately for instructions.

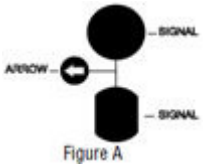


Figure A

550-T1. LONG ISLAND RAILROAD TRAINS

Long Island Railroad trains equipped with Automatic Speed Control in operative condition for the direction they are to move will be considered as meeting the requirements of the Rules in the same manner as if they were equipped with cab signals.
If Automatic Speed Control fails, it will be cut out and the movement will proceed governed by fixed signal indications but not exceeding 30 miles per hour. The failure must be reported immediately to the PSCC dispatcher via radio when operative. A LIRR train reporting a failure of the Automatic Speed Control system on which the **ASC cab signal indicator and warning device are operative** may be given permission by the PSCC dispatcher to proceed in accordance with indications on the cab signal indicator and fixed signals, not exceeding 60 MPH.

613-T1. A, JO, KN & C - LEADING END OF TRAIN STOPPED BETWEEN SIGNALS

A **When the leading end of a train is stopped between signals at A, JO, KN, & C and:**

1) There are one or more switches between the train and the next signal,

or

2) The next signal displays Stop Signal, *the train must not begin movement toward an interlocking signal* until a crew member observes and verbally notifies the Engineer that the first interlocking signal to the rear of the leading end for the direction of movement is displaying a proceed aspect. When such observation is not possible, the Engineer must contact the Dispatcher to receive verbal permission to proceed.

B **Verbal Permission to Proceed**

In the application of NORAC Rules 241 and 613:

1) Verbal authority to proceed must **not** be issued until the exact location of the train has been determined, which must include track number, and signal number or other physical characteristic. Additionally, the signal to the rear of the leading end of the train must be displayed when possible ("call on").

2) The Dispatcher must issue verbal permission to proceed in the following manner: *"Amtrak Train 232 engine 700 proceed west on body track 6 Penn Station up to signal No.132W"*. The receiving employee must repeat this permission and the Dispatcher must then confirm it. Movement may then proceed at Restricted Speed to the next signal.

C **When the leading end of a train is stopped between signals,** the train may proceed without observing the first interlocking signal to the rear of the leading end of the train or contacting Dispatcher, if:

1) There are no switches between the train and the next signal, **AND**

2) The next signal displays a proceed aspect.

701-T1. SUNNYSIDE YARD - RADIO TRANSMISSIONS

Yard radio frequency 036-036 is to be used by all train and engine movements within Sunnyside Yard, Loop Tracks, and Sub Tracks when communicating with the East end and West end Yardmasters, and the Operators at Q and R Switching Centers. Road channel 060-060 in service at F.
Except in an emergency, M/W, C&S and B&B employees must use radio channel 027-027 for all transmissions in Sunnyside Yard. Yardmasters and Operators at Q and R Switching Centers are equipped with radio channel 027-027.
Red signs with white lettering are in service at the following locations to indicate the proper radio frequency to be used:

- Loop Tracks 1 & 2: East end of car washing machine
- Sub Tracks 1, 2 & 3: West of former F Int Station

706-T1. PORTABLE RADIO TRANSMISSIONS WITHIN THE EAST RIVER TUNNELS

“STA/TUN/RPTR” channel is in service for portable radios within the North River, East River and Empire Tunnels. Lower powered portable radio transmissions made on “STA/TUN/RPTR” within the tunnels are picked up by a repeater and retransmitted on Road Channel 060 at high enough power to be received by portable and/or engine radios also located within the tunnels. While the “STA/TUN/RPTR” channel transmits on the repeater frequency, it receives on Road Channel 060.
Note: No adjustment is necessary for engine radios to communicate with portable radios while within the tunnels.
The Dispatcher at PSCC receives all transmissions made within the tunnels on Road Channel 060 or “STA/TUN/RPTR”

708-T1. PSCC

In the application of NORAC 708, the terms “PSCC” or “Penn Station Central Control” **must** be used when originating or initially responding to a radio call in which PSCC is involved.

900-T1. DISPATCHERS ASSIGNED TERRITORIES

Phone numbers can be found in System Special Instruction 714-S1

DISPATCHER	TERRITORY
Penn Station Central Control	Harold (inclusive) to A (inclusive).
Section A	R and Q Loop and T interlockings.

940-T1. / 950-T1. CREWS IN YARD AND YARD-RELAY SERVICE - NEW YORK TERMINAL DISTRICT

Crews in yard-relay service must communicate with the Yardmaster at PSCC immediately upon arrival in Penn Station.

1) **When working within Penn Station, yard crews must:**

   (a) Communicate with the Yardmaster at PSCC when initially signing up.

   (b) Sign the employee register at TOC when initially signing up.

   (c) Notify the Yardmaster at PSCC upon completion of assigned tasks.

   (d) Communicate with the PSCC Yardmaster upon arrival at Penn Station when in Yard-Relay Service.

2) **When working within Sunnyside Yard, yard crews must:**

   (a) Communicate with the Yardmaster at the High-Speed Rail Facility when initially signing up.

   (b) Sign the employee register in the Yardmaster’s office at the High-Speed Rail Facility.

   (c) Inform the Yardmaster at SSYD upon assignment and upon completion of tasks.

   (d) Contact an Amtrak Terminal Services Supervisor prior to marking off with the Crew Dispatcher.

940-T2. / 950-T2. CREWS IN ROAD SERVICE – PENN STATION, NEW YORK

When signing up in New York, T&E crews in road service must check an available electro-writer screen as soon as practicable to determine the station track number for their assigned train. If unable to locate their assigned train on an electro-writer screen no less than 10 minutes prior to scheduled departure, they must report to the Terminal Operations Center (TOC) to obtain their assigned train's station track number, in order to avoid undue delay.

940-T4. CONDUCTORS & ASSISTANT CONDUCTORS – RESPONSIBILITIES INVOLVING EXTERIOR DOOR OPERATION

Crew Duties

To facilitate the operational safety of employees and customers, Amtrak crews must comply with the requirements of Amtrak’s Service Standards Manual and applicable Amtrak Employee Safety Rulebook rules in effect.

All passenger crews operating on Amtrak-Controlled Territory must adhere to the following:

Operation

- Unless otherwise delegated to another crew member during an initial or subsequent job briefing, the conductor will be responsible for exterior door operation.

- The movement of in-service passenger equipment with an open or unsecured exterior passenger car door is prohibited.
- Damaged or malfunctioning side doors must be secured closed and locked out from use.

  If more than one door on the same car is locked out, that car may not be occupied for passenger service.
- Crews may not permit passengers to occupy the vestibules with them, while the train is preparing for departure, or a station stop.
- Passenger trains in operation with an open door must stop in a manner consistent with safe train handling and ensure all exterior doors are properly secured closed before resuming movement.

For purposes of this instruction, the term "in-service" means passenger equipment released from inspection in good working order and is suitable for passenger occupancy, whether occupied or not.

Arrivals

- Upon arrival at a station, after the train has stopped, the designated crew member must open their door locally and determine that all doors intended to be opened are appropriately platformed, before keying open any other doors.
- Traps must remain latched and closed until the train comes to a complete stop on the platform.
- If spotting of the train is required, crews should adhere to proper station stop markers for their equipment type. If no markers are present, the designated employee must spot the train through use of the exterior door window, or the train must stop prior to the appropriate platform location so that the designated crew member may convey the distance to be operated; then close the door in order to proceed, unless a bi-level (top and bottom or "Dutch door") is available for use. Then, the bottom portion of the door must remain closed while spotting the train.
- Engineers must be vigilant in their inspection of platforms as they approach station locations, to provide for passenger and employee safety.

Departures Prior to station departures the conductor or designated crew member must ensure from their local door that all passengers are safely on board the train or on the platform and that all other exterior doors are closed. Once the local door is also closed, permission to proceed may be granted.

940-T3. AMTRAK TRAINS RECEIVING PASSENGERS: NY PENN STATION

Amtrak trains receiving passengers in New York Penn Station **must not** depart until permission has been received from Station Services personnel or a manager. If unable to contact Station Services or a manager, the Conductor must contact the PSCC Dispatcher via radio channel 060-060.

941-T1. PENN STATION JO TO A - PLATFORM GAP

Due to excessive gap between train and the passenger platform adjacent to No. 12 Track, from the west end of the platform to a point 170 feet east thereof, crews of trains platforming in this area must ensure that doors are protected to avoid injury.

MAIN LINE - NEW YORK TO PHILADELPHIA (NYP)

NYP Line Station Page

STATIONS		MP	INT	PS	NOTES
NEW YORK	(Penn Station)	0.0	...	X	...
A	**R**-PSCC (New York Terminal District) (Hudson Line)	0.2	X	...	16
NEW YORK-NEW JERSEY STATE LINE		1.2	...	...	...
CP MID	**R**-PSCC	1.5	...	...	9
WEEHAWKEN SHAFT		1.8	...	...	...
BERGEN	**R**-PSCC	3.7	X	...	15
ALLIED	**R**-Section A TD	4.0	X	...	15
ERIE	**R**-Section A TD	4.7	X	...	15
SECAUCUS		5.0	...	X	...
LACK	**R**-Section A TD	5.1	X	...	15
PORTAL	**R**-Section A TD (Moveable Bridge)	6.0	X	...	15
SWIFT	**R**-Section A TD	7.2	X	...	15
HUDSON	**R**-Section B TD (Hudson Line NJT; Running Trks 5-7-8)	8.3[A] 7.2[B]	X	...	5,15,17
REA	**R**-Section B TD (Running Trks 5-6-7-8)	7.8	X	...	5,17
HARRISON		8.3	...	X	...
DOCK	**R**-Section B (Moveable Bridge)	8.5	X	...	…
NEWARK		8.8	...	X	...
CLIFF	**R**-Section B TD	9.7	X	...	3
HUNTER	**R**-Section B TD (Lehigh Line Connection - LLC)	10.5	X	...	15,17
NEWARK INTERNATIONAL AIRPORT		11.2	...	X	...
HAYNES	**R**-CETC-9 TD	11.3	X	...	10, 15

STATIONS		MP	INT	PS	NOTES
LANE	**R**-CETC-9 TD (Lane Running Track-CRC)	12.3	X	...	15,17
NORTH ELIZABETH		13.0	...	X	...
ELIZABETH		14.1	...	X	...
ELMORA	**R**-CETC-9 TD	14.7	X	...	...
LINDEN		17.3	...	X	...
MERCK	**R**-CETC-9 TD	18.7	X	...	12
NORTH RAHWAY		18.8	...	...	...
RAHWAY		19.5	...	X	...
UNION	**R**-CETC-9 TD (North Jersey Coast Line-NJT)	19.7	X	...	15,17
ROADS	**R**-CETC-9 TD	20.6	X	...	13
ISELIN	**R**-CETC-8 TD	22.8	X	...	15
METRO PARK		23.2	...	X	...
MENLO	**R**-CETC-8 TD	23.7	X	...	15
METUCHEN		25.8	...	X	...
LINCOLN	**R**-CETC-8 TD	26.0	X	...	...
EDISON	**R**-CETC-8 TD	28.1	X	...	1
EDISON STATION		28.9	...	X	...
NEW BRUNSWICK		31.4	...	X	...
COUNTY	**R**-CETC-8 TD (Millstone & No. 5 Running Tracks)	32.8	X	...	4,15,17
JERSEY AVENUE		33.1	...	X	...
DELCO	**R**-CETC-8 TD	33.6	X	...	14, 15
ADAMS	**R**-CETC-8 TD	37.2	X	...	10, 15
MIDWAY	**R**-CETC-8 TD (Amboy Sec. Trk.-CRC)	41.3	X	...	17
PRINCETON JCT		47.1	...	X	...
CP CLARK	**R**-CETC-8 TD	48.7	...	...	...
HAMILTON		53.0	...	X	...

STATIONS		MP	INT	PS	NOTES
HAM	**R**-CETC-7 TD (No. 5 Running & Naught Running)	55.7	X	...	6
FAIR	**R**-CETC-7 TD (Naught Running)	56.4	X	...	6
TRENTON		56.7	...	X	...
STATE LINE	(New Jersey-Pennsylvania)	57.7	...	...	...
MORRIS	**R**-CETC-7 TD (Morrisville Line NJT)	58.3	X	...	15,17
LEVITTOWN-TULLYTOWN	**R**-CETC-7 TD (Morrisville Line NJT)	63.3	...	X	...
GRUNDY	**R**-CETC-7 TD	65.3	X	...	...
BRISTOL		66.5	...	X	...
CROY	**R**-CETC-7 TD	68.3	X	...	2
CROYDON		69.6	...	X	...
EDDINGTON		71.3.	...	X	...
CORNWELLS HEIGHTS		72.5	...	X	...
ANDALUSIA		73.7	...	...	...
TORRESDALE		74.6	...	X	...
DIVISION POST		76.0	...	...	11
HOLMESBURG JCT.		77.2	...	X	...
HOLMES	**R**-CETC-6 TD	77.2	X	...	...
TACONY		78.2	...	X	...
WISSINOMING		79.3	...	...	...
BRIDESBURG		80.1	...	X	...
FRANKFORD		80.9	...	...	...
FRANKFORD JCT.		81.8	...	...	...
SHORE	**R**-CETC-6 TD (NJT AC Line) (Delair Branch-CRC)	82.1	X	...	15,17
CLEARFIELD	**R**-CETC-6 TD	84.5	X	...	...
NORTH PHILADELPHIA		85.0	...	X	...

STATIONS		MP	INT	PS	NOTES
LEHIGH	**R**-CETC-6 TD (Chestnut Hill Branch-SEPTA)	85.1	X	...	...
MANTUA	**R**-CETC-6 TD	87.2	X	...	...
GIRARD	**R**-CETC-6 TD	87.7	X	...	...
ZOO	(ML-Philadelphia to Harrisburg) (Main Line-SEPTA)	88.0	...	...	7, 8
The direction from New York to Zoo is westward. [A]Mile Posts A to former Hudson Interlocking Station are numbered from New York. [B] Mile Posts former Hudson Interlocking Station to Zoo are numbered from Jersey City. See SI 161-N1 for duplicate Mile Posts.					
Note 1: Int Rules apply on No. 0, 1 and 2 Trks only.					
Note 2: Int Rules apply on No. 1 Trk only.					
Note 3: Int Rules apply on No. 1, 2 and 3 Trks only.					
Note 4: Millstone Running Trk and No. 5 Running Trk between County & End of Track, under the direction of CETC-8 TD.					
Note 5: Nos. 5, 6, 7 & 8 Running Tracks between Hudson & Rea, under the direction of Section B TD.					
Note 6: No. 5 Running Track between Ham & MP 55, and Naught Running Track between Fair & MP 54.8, under the direction of CETC-7 TD. See SI 241-N1.					
Note 7: In service as an Int Station for PH Line only, with Amtrak Road Radio Channel 054-054 and Conrail Radio Channel 046-046					
Note 8: No. 3 Main Trk (“Berry Trk”) between connection with N.Y. & P. Subway Trk. (north of Zoo Int. Sta.) and 36th St., under the direction of CETC-6 TD.					
Note 9: Eastward controlled signals.					
Note 10: Int Rules apply on No. 1 and 2 Trks only.					
Note 11: Road radio channel 060-060 in service east of MP 76. Road radio channel 054-054 in service west of MP 76. (See SI 707-N1.)					
Note 12: Interlocking rules apply on A trk only.					
Note 13: Interlocking rules apply on No. 4 and B trks only.					
Note 14: Interlocking Rules apply on No. 3 and 4 Trks only.					
Note 15: Equipped with moveable point frogs. See SI 80-S1.					
Note 16: Equipped with slip switches. See SI 80-S1.					
Note 17: Interlocking equipped with spring frogs. See SI 815-S4					

240-N1. SIGNAL RULES and CURRENT OF TRAFFIC

251: On Trks where Rule 251 is in effect, the letter in parentheses ( ) denotes the current of traffic: E=East, W=West, N=North, S=South. ABS Rules & CSS Rules 550 & 561 are in effect for movements with the current of traffic. Non-Signaled DCS Rules are in effect for movements against the current of traffic.
261: On Trks where Rule 261 is in effect, ABS Rules & CSS Rules 550 through 561 are in effect for movements in both directions.
562: On trks where Rule 562 is in effect, Rule 261, ABS Rules, and CSS Rules 550 through 563 (except Rules 554 and 556), are in effect for movements in both directions.
Int: Indicates Interlocking Rules in effect.
562/Int: On trks where Rule 562 and Interlocking Rules are effect, CSS Rules 550 through 563 (except Rules 554 and 556) are in effect for movements in both directions.
ACSES Rules: PTC Rules 580-590 and all ACSES Special Instructions are in effect for movements in both directions A (exclusive) to Girard.

Locations	Tracks from North to South				
	4	3	2	1	Notes
A & Bergen	...	562	562	...	6
Bergen & Hudson	...	562/Int	562/Int	...	7,8
Allied & Portal: No. A Trk	562/Int				7,8
Erie & Lack: No. B Trk	562/Int				7,8
Hudson & Rea	...	562/Int	562/Int	Int	3, 7,8
Rea & Dock	...	Int	Int	Int	3
Dock & Cliff	261	261	261	261	1
Cliff & Elmora	261	261	261	261	...
Hunter & Lane: Nos. 5, A Trk	261				...
Elmora & Merck:No. A Trk	251(E)				...
Elmora & Union	251(W)	261	261	251(E)	...
Elmora & Union: No. B Trk	251(W)				...
Merck & Union: No. A Trk	Int				...
Union & Roads	Int	...	...	...	...
Union & Roads: No. B Trk	Int				...
Union & Iselin	...	261	261	251(E)	2
Roads & Iselin	251(W)	...	...	...	...
Iselin & Menlo	Int	Int	Int	Int	3
Menlo & Lincoln	251(W)	261	261	251(E)	...
Lincoln & Edison	251(W)	261	261	261	...
Lincoln & Edison: No. 0 Trk	261				...
Edison & County	251(W)	261	261	251(E)	...

Locations	Tracks from North to South				
	4	3	2	1	Notes
County & Midway	...	...	562	562	...
County & Delco	562/Int.	562/Int.	...	...	7,8
Delco & Midway	562	562	...	...	...
Midway & CP Clark	562	562	562	562	...
CP Clark & Ham	562	562	562	562	...
Ham & Fair	Int	Int	Int	Int	3
Ham & Fair: No. 5 Trk	Int				3
Fair & Morris	261	261	261	261	...
Morris & Grundy	251(W)	261	261	251(E)	...
Grundy & Holmes	251(W)	261	261	...	...
Grundy & Croy	...	...	...	261	...
Croy & Holmes	...	...	...	251(E)	...
Holmes & Shore	261	261	261	261	...
Shore & Clearfield	261	261	261	261	...
Clearfield & Lehigh	Int	Int	Int	Int	3
Lehigh & Mantua	261	261	261	261	...
Mantua & Girard	Int	Int	Int	Int	3, 4
Connection with N.Y.& P. Subway Trk. (North of Zoo Int. Sta.) & 36th St	Int Rules in effect on No. 3 Trk (“Berry” Track)				5

Note 1: Within Dock Int., Trks 5 & A are designated Main Trks.

Note 2: Between Union & Graw (NJT), Int Rules & CSS Rules in both directions are in effect on the Eastward connecting Trk and on the Eastward & Westward Tunnel Trks.

Note 3: CSS Rules in effect for movements in both directions.

Note 4: Tail Trk - Int Rules in effect, and CSS Rules in effect in both directions.

Note 5: CSS Rules in effect on No. 3 Trk. for southward movements. Controlled by CETC-6 TD.

Note 6: ACSES Positive Stop not enforced westbound at A Int.

Note 7: Interlocking rules apply for track car movements between Bergen and Rea, County and Delco. Interlocking rules do not apply to specialized MOW equipment operating under 803-S1.

Note 8: Reverse movements within 562/Int. must be made in accordance with 562 rules.

37-N1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in bold type are speed restrictions. Maximum equipment speeds and Train type definitions are listed in SI 37-S5 and must not be exceeded.

Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.

PASSENGER TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS																
Between/At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
West limits A & West Portal North River Tunnels	...	60	60	...	...	60	60	...	...	60	60	...	...	45	45	...
West Portal North River Tunnels & first undergrade bridge west of MP 3	...	60	90	...	...	60	90	...	...	60	75	...	...	45	60	...
First undergrade bridge west of MP 3 & Bergen	...	90	90	...	...	90	90	...	...	75	75	...	...	60	60	...
Cv west of west portal, North River Tunnels	**...**	**75**	**75**	**...**	**...**	**75**	**75**	**...**	...	...	...	...	...	...	...	...
Bergen & NY MP 7.7	...	90	90	...	...	90	90	...	...	...	...	...	...	...	...	...
Bergen & MP W4.5	...	...	...	...	...	...	...	...	...	90	90	...	...	75	75	...
Portal Movable Br (MP 6.1)	**...**	**60**	**60**	**...**	**...**	**60**	**60**	**...**	...	...	...	...	...	...	...	...
Allied & Erie: No. A Trk	75															

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS																
Between/At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
Erie & Lack: No. A Trk	45															
Erie & Lack: No. B Trk	60															
Lack & Portal: No. A Trk	70				70				70				60			
MP W4.5 & NY MP 7.7	...	...	...	...	...	...	...	...	...	90	90	...	...	75	75	...
Portal Movable Br (MP 6.1)	...	...	...	...	...	...	...	...	...	60	60	...	...	60	60	...
NY MP 7.7 & Hudson Int	...	60	60	...	...	60	60	...	...	60	60	...	...	45	45	...
Hudson Int & Rea Int	...	60	60	45	...	60	60	45	...	60	60	45	...	45	45	30
Rea Int & JC MP 7.8	...	60	60	35	...	60	60	35	...	60	60	35	...	45	45	20
JC MP 7.8 & east limits of Dock Int	...	45	45	35	...	45	45	35	...	45	45	35	...	30	30	20
East limits of Dock Int & west end Passaic River Bridge	30	45	45	35	30	45	45	35	30	45	45	35	20	20	20	20
West end Passaic River Br & MP 9	35	35	35	35	35	35	35	35	35	35	35	35	20	20	20	20
Dock Int: Nos A, 5 Trks	35				35				35				20			
MP 9 & Signal Br 9697	...	...	...	...	...	...	...	...	70	70	70	70	35	35	35	35

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS																
Between/At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
Signal Br 96-97 & Hunter	...	...	...	...	...	...	...	...	70	70	70	70	55	55	55	55
MP 9 & Hunter	70	70	70	70	70	70	70	70	...	...	...	...	...	...	...	...
Hunter Int: Nos. A, 5 Trks	45				45				45				30			
Hunter & Elmora	90	110	110	90	90	110	110	90	90	110	110	90	75	90	90	75
Hunter & Lane: Nos. A, 5 Trks	80															
First Cv west of Hunter: No. 5 Trk	**60**															
First Cv west of MP 14	**55**	**85**	**85**	**55**	**55**	**75**	**75**	**55**	**55**	**55**	**55**	**55**	**55**	**55**	**55**	**55**
Cv east of Elmora	**55**	**80**	**80**	**55**	**55**	**70**	**70**	**55**	**55**	**55**	**55**	**55**	**55**	**55**	**55**	**55**
Elmora Int	**60**	**80**	**80**	**60**	**60**	**80**	**80**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**
Elmora & MP 20	...	...	...	...	...	...	...	...	90	110	110	90	75	90	90	75
Elmora & Union	90	125	125	90	90	125	125	90	...	...	...	...	...	...	...	...
Elmora & Automatic Block Signal 158: No. A Trk	75												60			
Automatic Block Signals 158 & 176: No. A Trk	80												65			

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS																
Between/At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
Automatic Block Signal 176 & Union: No. A Trk	70												55			
Elmora & Roads: No. B Trk	75												60			
Union & Graw	All Routes 30												All Routes 20			
Union & Lincoln	90	110	110	90	90	110	110	90	...	...	...	...	...	...	...	...
MP 20 & Lincoln	...	...	...	...	...	...	...	...	90	110	110	90	75	90	90	75
First Cv east of MP 24	...	...	...	...	...	**95**	**90**	...	...	**90**	**90**	...	...	...	...	...
First Cv west of MP 24	...	**105**	**105**	...	...	**90**	**90**	...	...	**90**	**90**	...	...	...	...	...
Cv at MP 25	...	...	...	...	...	**95**	**95**	...	...	**95**	**95**	...	...	...	...	...
Lincoln & County	...	...	...	...	...	...	...	...	90	110	110	100	75	90	90	85
Lincoln & MP 28	90	110	110	100	90	110	110	100	...	...	...	...	...	...	...	...
Edison & Lincoln: No. 0 Trk	15															
First Cv west of Lincoln	**80**	**95**	**95**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	...	**80**	**80**	**80**
Second Cv west of Lincoln	...	**110**	**110**	**90**	...	**90**	**90**	**90**	...	**90**	**90**	**90**	...	...	...	...
Third Cv west of Lincoln	...	...	...	...	...	...	...	...	...	**100**	**100**	...	...	...	...	...

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS																
Between/At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
MP 28 & County	90	125	125	100	90	125	125	100	...	...	...	...	...	...	...	...
County & Midway	110	145	145	110	110	145	**145**	110	...	...	...	...	...	...	...	...
Cv at MP 34	...	**130**	**130**	...	...	**130**	**130**	...	...	...	...	...	...	...	...	...
Cvs MP 39 & MP 40.2	...	**130**	**130**	...	...	**130**	**130**	...	...	...	...	...	...	...	...	...
Midway & CP Clark	110	150	150	110	110	150	150	110	...	...	...	...	...	...	...	...
CP Clark & Ham	110	135	135	110	110	135	135	110	...	...	...	...	...	...	...	...
County & MP 54	...	...	...	...	...	...	...	...	110	110	110	110	90	90	90	90
MP 54 & Morris	...	...	...	...	...	...	...	...	80	110	110	80	65	90	90	65
Ham & Morris	80	110	110	80	80	110	110	80	...	...	...	...	...	...	...	...
East limit Ham Int & A point 15 feet east of the facing point switch for eastward movement to No. 4 Trk at Ham: No. 5 Trk	5															
A point 15 feet east of the facing point switch for eastward movement to No. 4 Trk at Ham & East limit Fair Int.: No. 5 Trk	30															

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS																
Between/At	**Train Type "A"**				**Train Type "B"**				**Train Type "C"**				**Train Type "D"**			
	Track Nos.				**Track Nos.**				**Track Nos.**				**Track Nos.**			
	4	**3**	**2**	**1**	**4**	**3**	**2**	**1**	**4**	**3**	**2**	**1**	**4**	**3**	**2**	**1**
East limit Fair Int & West end Trenton Station: No. 5 Trk	15															
Fair Int: No. 7 Trk, South High, North Low, Wall and Hill Tracks	15															
Movements from Nos. 5 or 7 station Trks to Trk No. 4 thru turnouts at west end of Trenton station	**10**															
First Cv west of Trenton	**65**	**...**	**...**	**65**	**65**	**95**	**...**	**65**	**65**	**95**	**95**	**65**	**...**	**...**	**...**	**...**
Morris Int	**...**	**...**	**...**	**...**	**...**	**100**	**100**	**...**	**...**	**100**	**100**	**...**	**...**	**...**	**...**	**...**
Morris & Holmes	**...**	**...**	**...**	**...**	**...**	...	...	...	100	110	110	100	85	90	90	85
Morris & MP 62	100	125	125	100	100	110	125	100	**...**	**...**	**...**	**...**	**...**	...	...	...
First Cv west of Morris	**...**	**...**	**...**	**...**	**...**	**...**	**110**	**...**	...	100	...	...	...	...	...	...
Cv MP 61 & MP 62	**...**	**...**	**...**	**...**	**...**	**...**	**115**	**...**	...	...	...	...	...	...	...	...
MP 62 & MP 76	100	125	125	100	100	125	125	100	**...**	**...**	**...**	**...**	**...**	...	...	...
Cv east of Grundy	**...**	**...**	**...**	**...**	**...**	**120**	**120**	**...**	**...**	**...**	**...**	**...**	**...**	...	...	...

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS																
Between/At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
Cv west of Grundy	...	...	...	...	...	**115**	**115**	...	...	...	...	...	...	...	...	...
Cv west of Croydon	...	**120**	**120**	...	...	**105**	**105**	...	...	**105**	**105**	...	...	...	...	...
Cvs MP 74 & MP 75	**80**	**105**	**105**	**80**	**80**	**90**	**90**	**80**	**80**	**90**	**90**	**80**	**80**	...	...	**80**
First Cv west of MP 75	...	...	...	...	...	**110**	**120**	...	...	...	...	...	...	...	...	...
MP 76 & Holmes	100	125	125	100	100	110	110	100	...	...	...	...	...	...	...	...
Holmes & Shore	90	110	110	90	90	110	110	90	90	100	100	90	75	85	85	75
Wissinoming & MP 81: Westward only	...	...	...	...	...	...	...	...	...	**90**	**90**	...	...	**75**	**75**	...
Cv West of MP 81	**60**	**80**	**80**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**
Cv east of Shore	**50**	**60**	**60**	**50**	**50**	**50**	**50**	**50**	**50**	**50**	**50**	**50**	**50**	**50**	**50**	**50**
Shore & Clearfield	70	80	80	70	70	80	80	70	70	70	70	70	55	55	55	55
Cv MP 84 & 2nd St OH Br	**65**	**65**	**65**	**65**	**65**	**65**	**65**	**65**	**65**	**65**	**65**	**65**	...	...	...	...
Clearfield & west limits Lehigh Int.	50	60	60	50	50	60	60	50	50	60	60	50	35	45	45	35
Cvs east & west of North Philadelphia Station	**40**	...	...	...	**40**	...	...	...	40	...	...	...	...	...	...	...

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS																
Between/At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
West limits Lehigh Int. & East limits Mantua	70	80	80	70	70	70	70	70	70	70	70	70	55	55	55	55
East limits Mantua & Girard Ave UG Br	60	60	70	70	60	60	70	70	60	60	70	70	45	45	55	55
Mantua Int & Girard Int: Tail Trk	30															
Girard Ave UG Br & Zoo Int Station	30	30	30	30	30	30	30	30	30	30	30	30	20	20	20	20
Connection N.Y. & P. Subway Trk. (just north of Zoo Int. Station) & 36th Street	...	10	...	...	...	10	...	...	...	10	...	...	...	10	...	...

FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

FREIGHT TRAIN TYPE “E” SPEEDS				
Between/At	Train Type “E”			
	Track Nos.			
	No. 4	No. 3	No. 2	No. 1
West limits A & West Portal North River Tunnels	...	20	20	...
West Portal North River Tunnels & Eastern limits Hudson Int	...	20	20	...
Allied & Portal: Nos. A & B Trks	20			
Eastern Limits of Hudson Int & west end Passaic River Bridge	…	10	10	10
West end Passaic River Br & Signal Br 96-97	10	10	10	10
Dock Int: Nos. A & 5 Trks	10			
Signal Br 96-97 & Hunter	15	15	15	15

FREIGHT TRAIN TYPE "E" SPEEDS				
Between/At	**Train Type "E"**			
	Track Nos.			
	No. 4	**No. 3**	**No. 2**	**No. 1**
Hunter Int: Nos. A & 5 Trks	10			
Hunter & Elmora	25	25	25	20
Hunter & Lane: Nos. A & 5 Trks	15			
Elmora & Union: No. A Trk	30			
Elmora & Roads: No. B Trk	20			
Union & Graw	All Routes 20			
Union: Diverging movements between Eastward/ Westward Tunnel Trks & NEC Main Trks	10			
Elmora & MP 19	35	35	35	35
MP 19 & Lincoln	25	25	25	25
Lincoln & MP 28	35	35	35	35
MP 28 & County	30	30	30	30
Edison & Lincoln: No. 0 Trk	15			
County & MP 44	45	45	45	45
MP 44 & MP 54	50	50	50	50
MP 54 & Fair	35	30	30	30
East limit Ham Int & A point 15 feet east of the facing point switch for eastward movement to No. 4 Trk at Ham: No. 5 Trk	5			
A point 15 feet east of the facing point switch for eastward movement to No. 4 Trk at Ham & East limit Fair Int: No. 5 Trk	25			
East limit Fair Int & Fair Int Station: No. 5 Trk	5			
Fair Int Station & West end Trenton Station: No. 5 Trk	10			
Fair Int.	20	20	20	20
Fair Int. No. 7 Trk, South High, North Low, Wall and Hill Trks	5			
Fair & Morris	35	30	30	30
Morris & MP 62	40	40	40	40
MP 62 & Grundy	50	50	50	50
Grundy & Croydon	50	50	50	30
Cv West of Grundy	**...**	**45**	**45**	**...**

FREIGHT TRAIN TYPE "E" SPEEDS				
Between/At	Train Type "E"			
	Track Nos.			
	No. 4	No. 3	No. 2	No. 1
Croydon Station Limits	**…**	**…**	**…**	**15**
Croydon & Holmes	50	50	50	50
Holmes & MP 81	50	45	45	45
MP 81 & Shore	30	25	25	25
Shore & Clearfield	40	40	30	30
Clearfield & west limits Lehigh Int.	30	30	30	30
West limits Lehigh Int & Girard Ave. UG Br.	30	30	30	30
Mantua Int & Girard Int: Tail Trk	10			
Girard Ave. UG Br & Zoo Int Station	15	15	15	20
Connection N.Y. & P. Subway Trk. (just north of Zoo Int. Station) & 36th Street	...	10	...	...

19-N1. ENGINE WHISTLE OR HORN: SECAUCUS STATION

Except when approaching Roadway Workers or in an emergency, trains must **not** sound their engine whistle or horn while within the confines of Secaucus Station overbuild. This restriction is intended to prevent hearing loss injuries to passengers as well as employees working in the station.

20-N1. ENGINE BELL: SECAUCUS STATION

Trains equipped with an engine bell must sound it continuously while moving within the confines of Secaucus Station overbuild.

34-N1. STATION STOPS: SECAUCUS STATION

Unless otherwise instructed by the Dispatcher, trains making station stops at Secaucus Station must operate according to the following instructions, whenever possible:

1) **Eastward trains** should stop west of Erie Interlocking and must not enter Erie Interlocking until a signal to proceed is received from a member of the train crew.

2) **Westward trains** should stop east of Lack Interlocking and must not enter Lack Interlocking until a signal to proceed is received from a member of the train crew.

These instructions will enable the Dispatcher to adjust the operating flow as needed. If a train encounters any problem that prevents it from proceeding, the dispatcher must be notified immediately.

36-N1. TRENTON STATION: 10 - 12 CAR MARKER SIGN

Eastbound trains with ten or more cars making a station stop on No.1 track in Trenton Station must be stopped with the head end of the train adjacent to the 10-12 Car Marker sign on the east end of the Trenton Station platform unless otherwise instructed by the CETC - 7 Train Dispatcher. This is to ensure

that all equipment clears the full tension air gap in the catenary system on the west end of the 21 crossover in Fair interlocking. Stopping before the sign is prohibited except in emergencies.

36-N2. DIESEL AND DUAL-MODE ENGINE D-MODE OPERATION THROUGH NORTH RIVER AND EAST RIVER TUNNELS

This special instruction does not apply to Diesel Engines dead-in-tow.

1) **Crew Responsibilities**

Crews operating equipment with diesel or dual-mode engines in D-mode may not operate into tunnels without obtaining the train dispatcher's permission. When notified by the train dispatcher that the tunnel exhaust fans are active, the train must not exceed 15 MPH unless otherwise instructed.

2) **Dispatcher Responsibilities**

Prior to authorizing the movement of diesel or dual-mode equipment in D-mode within the tunnels, absolute block protection must be provided to the rear of the train. Once the train clears the tunnel, the dispatcher must notify the designated IMCS employee to activate tunnel fans. Blocking protection within the tunnel must be maintained by the dispatcher until notified the exhaust fans are deactivated. (The fans will run for approximately 5 minutes). If the train must operate through the tunnel while exhaust fans are active, the crew must be notified of this condition and be instructed not to exceed 15 MPH. Blocking devices must be restored upon the train's entry into the tunnel. If other speeds are issued while exhaust fans are active, they must be authorized by movement office management and issued via TSRB addition.

37-N2. SPEEDOMETER CHECKING: MEASURED MILES

The distance between the sets of Mile Posts listed below is a measured mile. White marker posts are installed on both sides of the tracks at locations marked with an asterisk (*).

White marker posts bearing the letters MM (measured mile) are in service for westward movements on:

- Nos. 2 & 3 tracks between MP 1.7 and MP 2.7.

*MP 4- *MP 5	MP 52-MP 53	MP 68-MP 69
MP 15-MP 16	*MP 53- *MP 54	*MP 73- *MP 74
*MP 30- *MP 31	MP 61-MP 62	*MP 74- *MP 75
MP 44-MP 45	*MP 63- *MP 64	MP 79-MP 80
*MP 45- *MP 46	MP 66-MP 67	MP 81-MP 82

37-N3. MAXIMUM SPEEDS, RUNNING TRACKS

Track	Between	And	Restricted Speed not exceeding	
			Psgr	Frt
Nos. 5 & 6	Hudson	Rea	5	5
Nos. 7 & 8	Hudson	Rea	15	10
Millstone	County	Jersey Ave Road crossing	10	10
No. 5	County	End of Trk	5	5

Track	Between	And	Restricted Speed not exceeding	
			Psgr	Frt
No. 5	Eastward limit Ham Int	MP 55	5	5

37-N4. MAXIMUM SPEEDS, OTHER TRACKS

Location	Track(s)	Restricted Speed not exceeding
East of Ham	No. 5 between MP 55 & east end of trk	5 MPH
Holmes	No. 5	5 MPH
Hunter Yard	C & D	5 MPH
Adams Yard	K Trk	5 MPH
Morris Yard	Freight House Trk	5 MPH
All Yard Trks, Industrial Trks and Public Delivery Traks connected with Amtrak Main or Running Trks		10 MPH

37-N5. MAXIMUM SPEEDS, TURNOUTS & CROSSOVERS

Interlocked Switches	
Location	Speed
Hudson-Turnouts between Nos. 5 & 6 Trks	10 MPH
Lane-To or from Lane Running Trk	10 MPH
Midway-Switch to Yard	10 MPH

37-N6. WRECK AND WIRE TRAINS

Where speed of freight trains is slower than the speeds shown in this instruction, the freight train speed must not be exceeded.

Between:	Wire Train	Boom Trailing	Boom Forward
		Wreck	Wreck
A & Mantua	50	40	30

40-N1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum height of the engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 for equipment authorized to operate on the NEC. Notes shown in parentheses in the location column are defined at the end of the table.

ENGINE AND EQUIPMENT RESTRICTIONS

Location	Tracks							
	B	5	4	3	2	1	A	Other
A To Bergen (a)(b)	...	...	...	1	1	...	...	...
Bergen to Lane	...	...	4	4	4	4	4	4
Newark: Station Trks	...	...	...	...	...	...	...	4
Hunter to Lane: Trk 5	...	...	...	...	...	...	...	4
Lane to Elmora	...	...	5	5	7	4	...	...
Elmora to Union	5	...	5	5	6	6	7	...
Union to Lincoln	...	...	6	6	7	7	...	...
Lincoln to County	...	...	6	6	6	6	...	...
County to Morris	...	...	5	6	6	5	...	...
Trenton Station Tracks	...	...	...	...	...	...	...	5
Morris & MP 76	...	...	6	6	6	6	...	...
MP 76 & Holmes	...	...	6	6	6	6	...	...
Holmes & Shore	...	5	5	5	5	6	...	...
Shore & Lehigh	...	...	5	5	5	5	...	...
Lehigh & Mantua	...	5	2	5	5	5	...	...
Mantua & Girard	...	...	4	5	5	4	...	...
Girard & Zoo	...	...	3	5	5	4	...	...
Note: (a) Capitoliner Control Car 9637 is prohibited from operating between A and Hudson.								
Note: (b) Engines of dimension #2 may operate when verbally authorized by the Dispatcher at PSCC.								

41-N1. NEWARK

The movement of any car containing carload shipment of gasoline or explosives is prohibited between Hunter and Harrison.

41-N2. CWR EQUIPMENT-BERGEN and A

Freight trains containing two or more Continuous Welded Rail (CWR) cars coupled to each other must operate:

- No. 2 Trk between Bergen and A
- No. 11 Trk through Penn Station
- No. 3 Trk between Bergen and A
- No. 12 Trk through Penn Station with no diverging movements at A

This restriction applies to CWR cars of Foreign Railroads and includes Amtrak equipment in car series 15250-15252, and 15260-15316

41-N3. CARS EXCEEDING 286,000 POUNDS

Conrail trains containing cars with gross weight not exceeding 286,000 pounds may operate over the following line segments:

- Between Lane and Lincoln - All Tracks

43-N1. EASTWARD SEPTA TRAINS, MORRIS & FAIR

Approaching Morris: Crews of eastward SEPTA trains destined Trenton must notify the CETC 7 Dispatcher prior to passing Morris interlocking when consist of train exceeds 3 cars.

Fair: Eastward SEPTA trains routed to No. 5 track in Trenton Station must not operate east of Fair interlocking signal 5AW without verbal permission of the Dispatcher.

43-N2. WESTWARD NJT TRAINS DEPARTING HAMILTON STATION

Crews of westbound New Jersey Transit trains departing Hamilton must contact the CETC 7 Dispatcher when carrying disabled passengers exiting at Trenton, or when consist of train exceeds eight cars.

47-N1. TRACKS EQUIPPED FOR DC ELECTRICAL OPERATION

Nos. 2 & 3 tracks between A and the west portals of the North River Tunnels, equipped for DC electrical operation.

72-N1. TRAIN INSPECTION DETECTORS

Type of Detector	MP Location	Direction of Operation	Tracks(s)	Recorder Location	Notes
RA HB/DED	16.3	East & West	1, 2, 3, 4	CETC 9	1
RA HB/DED	29.7	East & West	1, 2, 3, 4	CETC 8	1
RA HB/DED	48.7	East & West	1,2,3,4	CETC 8	1
RA HB/DED	62.5	East & West	1, 2, 3, 4	Dspr Ofc-NY & CETC 7	1
RA HB/DED	77.7	HB-East & West	1, 2, 3, 4	CETC 6 & CTEC 7	2
		DED- East & West			
Note 1: Transmits only when a defect has been detected, on radio channel 060-060. A defect alarm indication will actuate at the Dspr console. SI 72-S1 applies.					
Note 2: Transmits only when a defect has been detected, on radio channel 054-054. A defect alarm indication will actuate at the Dspr console. SI 72-S1 applies.					

72-N2. WHEEL IMPACT DETECTORS

Wheel impact detectors are installed at the following locations. See SI 72-S8.

MP	Location	Tracks
40.8	Midway	1, 2, 3, 4

104-N1. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

The following hand-operated switches are equipped with an electric lock; permission to occupy Main Track, Interlocking or Controlled Siding must be obtained from the Dispatcher before lock is removed from keeper.

Location	Switch	Notes
839 feet east of MP 13	No. 4 track to Durant Yard	1, 3
MP 17.1 Linden Station	“A” Trk to “0” Trk	1
4032 feet east of ABS Signal 216	No. 1 track to Colonia Siding	1, 2
3400 feet west of MP 26	No. 0 Trk. to west leg of Wye	1
4100 feet west of MP 26	No. 0 Trk. to Yard tracks 5 through 9	1
8150 feet west of MP 26	No. 0 Trk. to Yard tracks 5 through 9	1
MP 27.7	No 4 Trk to National Can	1
MP 29.1	No. 4 Trk to General Tire	1, 2
MP 35	No. 1 Track to Adams Siding	1, 3
1655 feet west of MP 38	No.1 Track to Deans Siding	1, 3
MP 46.6	No. 4 track to Nassau Running Trk (NJT)	1
MP 71.2	No. 1 track to Eddington Siding	1, 2
MP 81.3	Frankford Jct Yard	1
MP 82	Single to CR Delair Br.	1
Note 1: To enter sidetrack from Main Track, train must occupy track circuit which extends 50 feet from point of switch, before switch can be opened.		
Note 2: Switch and derail each equipped with electric lock. Switch locks must be removed from both switch and derail before either is operated. After movement is completed, both switch and derail must be restored to normal position before inserting switch lock at switch or derail.		
Note 3: The following operations must be conducted in the order specified to ensure that the hand switch will lock and unlock properly, and to prevent track circuits from remaining on the Main Line track.		

Location	Switch	Notes
Operating from Main Line to Siding or Yard: 1) Remove padlock from derail switch machine. 2) Operate derail machine to the reverse (non-derailing) position. 3) Remove padlock from main line switch machine. 4) Throw main line switch to the reverse position. 5) Make equipment move over the switch to the yard or siding. Entire move must be clear of derail machine. 6) Operate derail switch back to normal (derailing) position and replace the padlock. 7) Operate main line switch back to normal position and replace the padlock.	Operating from Siding or Yard to Main Line: 1) Remove padlock from derail switch machine. 2) Operate derail machine to the reverse (non-derailing) position. 3) Remove padlock from main line switch machine. 4) Operate main line switch machine to the reverse position. 5) Make equipment move over switch to main line track. Entire move must be clear of main line switch. 6) Operate derail switch back to the normal (derailing) position and replace the padlock. 7) Operate main line switch back to the normal position and replace the padlock.	
Dispatcher Procedures - Authorization to Occupy Main Track: • Interlocking Signals governing movement into the block must display Stop. • If a signal is cancelled to allow operation of an electrically locked switch, signal time release must be completed before electric lock can be released.		

104-N2. NORMAL POSITION OF SWITCHES AND CROSSOVERS AT SPECIFIED LOCATIONS

Switch location	Connecting	With	Normal Position is for Movement	Note
Naught Running Trk between Ham & Fair	Naught Running Trk	West end of East Barracks Yard	Through on Naught Running Trk	...

104-N3. POSITION OF DERAILS; MORRISVILLE TRAINING CENTER YARD

In the application of NORAC 104, Paragraph F, the fixed derail at Morrisville Training Center is not associated with the protection of fouling points on main tracks. This derail must be kept in the derailing position and locked, except when authorized by the Director of Training and Development or their designated representative.

114-N1. DIESEL RESCUE ENGINES IN NORTH RIVER TUNNELS

If a diesel engine is used in the North River tunnels to rescue a disabled train, it will not be necessary to shut the diesel engine down if standing for 5 or more minutes, provided the Dispatcher has informed the crew that the tunnel ventilation system is running. Before permitting the engine to enter the tunnel with this assurance, the Dispatcher must communicate with the Manager Train Operations to verify that the tunnel ventilation system has been activated and is functioning.
If catenary power is available on the disabled train and the train's ventilation system is functioning, the ventilation system fresh air intakes should be closed on each occupied car. If this is not possible on the car nearest the diesel rescue locomotive, passengers should be moved from that car when feasible.

132-N1. TRACKS AND SWITCHES OUT OF SERVICE

The tracks and switches listed below are out of service for train movements, except when such movements are personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars.
If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last IMCS Department employee to use the switch must spike the switch to prevent its accidental use.

Location	Track/Switch
Lincoln	Lehigh Valley Spur, No. 5 & No. 6 tracks
County	No. 5 Running Trk between east end of Trk & barricade 100 ft. east of Back Lead Sw.
Grundy	No. 5 Trk between MP 64.8 & end of track

132-N2. BENCH WALL INSPECTION PROCEDURES

1) **Notification and Inspection Requirements:**

Train crews must promptly report any potential contact between equipment and tunnel bench walls. When a train crew reports a potentially damaged bench wall that is not associated with a track defect, the following procedures apply:

(a) **Train Dispatcher Responsibilities:**

1) The Train Dispatcher must not permit subsequent trains to enter the affected area without transmitting instructions to inspect the bench wall for damage.

2) Instruct the first train to operate at a maximum speed of 30 MPH within the affected area while inspecting the bench wall for damage.

3) If the crew of the first train reports no damage found, subsequent trains may resume normal speed.

(b) **Train Crew Responsibilities:**

1) Operate at a speed not exceeding 30 MPH as directed by the Train Dispatcher within the specified limits.

2) Conduct a thorough inspection of the bench wall for any signs of damage.

3) Promptly report inspection results upon clearing the affected area.

161-N1. JERSEY CITY AND NEW YORK MILE POST DESIGNATIONS

Duplicate mile post numbers are used between MP 7.2 and MP 8.3. Any reference in Form D's, Bulletin Orders or TSRB's to mile post numbers between MP 7.2 and MP 8.3, inclusive, must be preceded by either "NY" for New York City mile posts or "JC" for Jersey City mile posts.
Example: "Do not exceed 10 MPH between NY MP 7.3 and JC MP 8.3".

162-N1. FORM D's FOR NJT TRAINS

Form D's delivered at New York to NJT trains that turn at South Amboy, Matawan, Montclair State University, Summit, and County will also be in effect on the return trip.
NJT trains that are rerouted to a location other than their scheduled destination must not proceed to new destination until crew has contacted the dispatcher regarding Form D's, TSRB additions and other instructions that may be in effect for the additional territory.

241-N1. STOP SIGNALS

In the application of **NORAC 241**, when **Stop Signal** is displayed on a signal at the following locations, the authority to pass it must be obtained through the Operator or Dispatcher listed below:

Location	Track	Governing Movements	Authority Obtained From
987 feet West of MP 7.2	No. 7 Running Track	East	Section B TD
985 feet West of MP 7.2	No. 8 Running Track	East	Section B TD
MP 54.8	Naught Running	East & West	CETC-7 TD

242-N1. SHORE - IMPERFECTLY DISPLAYED SIGNALS

The most restrictive indication that can be given by the dwarf signal governing westward movements on No. 5 track located 48 feet west of the crossover connecting No. 4 and No. 5 tracks, is Restricting.

242-N2. COUNTY - IMPERFECTLY DISPLAYED SIGNALS

The most restrictive indication that can be given by the dwarf signal governing westward movements on the Millstone Running Track (when operating from No. 4 track) is Restricting.

277-N1. FAIR

High color position light interlocking signal governing eastward movements on No. 4 track located adjacent to the east end of the westbound passenger platform and located to the left of No. 4 track.

277-N2. CROY

Home signal governing westward movement on No. 1 track located to the left of No. 1 track.

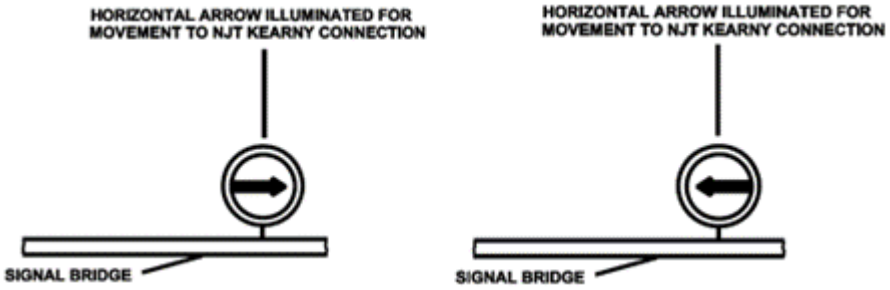
277-N3. NON-CONFORMING ASPECT: PORTAL TO SWIFT

White directional indicator arrows in service for westward movements on No. 2 and No. 3 tracks at MP 6.3 and home signals at Swift.

- When route at Swift is lined for diverging movement to NJT Kearny Connection from No. 2 track to No. 6 track or from No. 3 track to No. 5 track, directional indicator arrows will display at both Swift and MP 6.3.

- When route at Swift is lined for diverging movement to NJT Kearny Connection from No. 2 track to No. 5 track or from No. 3 track to No. 6 track, directional indicator arrow will display at Swift, but will not display at MP 6.3.

Trains receiving route indication not proper for train's destination must stop east of Swift Interlocking and contact the Section A Dispatcher for instructions.

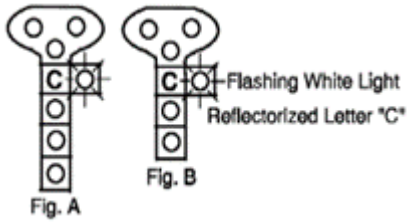


277-N4. BERGEN TO "A": CAB SIGNAL CODE CHANGE POINT SIGNS

Black signs with white, reflectorized numbers and letters are installed in the North River Tunnels at cab signal code change points, which are locations where cab signals can change for following movements. These signs will show the track number, followed by the letter “W”, followed by the mile post location, e.g., “3W15.” The purpose of these signs is to assist employees in reporting the location of any cab signal problems that occur in the tunnels, and to serve as MP locations for use in Form D's and TSRB's.

277-N5. NON-CONFORMING ASPECT: CP-MID

Signal aspect not in conformity with typical aspects in service at CP-Mid, governing eastward movements on Nos. 2 and 3 tracks.
NAME: Clear to Next Interlocking
INDICATION: As shown in NORAC Rule 280a



277-N6. NON-CONFORMING ASPECT: HUNTER

A white directional indicator arrow is in service on Hunter's westward home signals on Nos. 3 & 4 tracks.

- The directional indicator arrow is displayed when a signal is cleared for a route from No. 3 or No. 4 track to Lehigh Line Connection No. 6 or No. 7 tracks.

Trains receiving route indication not proper for train's destination must stop east of Hunter Interlocking and contact the Section “B” Train Dispatcher for instructions.

277-N7. SHORE

Home signal governing westward movement on No. 1 track at Shore is located to the left of No. 1 track.

298-N1. DISTANT SIGNAL MARKERS

The indication of Rule 298, “Distant Signal Marker,” is changed as follows:

- When used in or approaching ABS territory without fixed signals (Rule 562 territory), this sign is a visual reminder to trains with inoperative cab signals or speed control that the requirements of Rule 562(c) or (d) apply at the next interlocking or controlled point signal.
- When used in ABS territory without cab signals, this sign is a visual reminder to push-pull trains that Rule 504(b) applies in the block governed by the signal it is attached to.
  Distant Signal Markers (Rule 298) are attached to the eastbound home signal at Rea on No. 1 track, the signal bridge east of Harrison Station (automatic signal bridge 80) on No. 2 and No. 3 tracks, and 4450 feet west of CP-Mid.

562-N1. PENN STATION: WESTBOUND TRAINS WITH INOPERATIVE CAB SIGNALS

Westbound trains in Penn Station, NY, which have experienced an en route cab signal failure and are destined to operate in the Rule 562 territory between “A” and Bergen, must not depart Penn Station without verbal permission of the Dispatcher to operate at Restricted Speed between “A” and Bergen, or Form D line 13 authorizing Rule 563.

562-N2. “NO FIXED ABS” SIGNS AT ENTRANCE TO RULE 562 TERRITORY

A white sign with a RED CIRCLE AND A RED DIAGONAL LINE across black letters “FIXED ABS” is located as follows to remind employees that they are entering Rule 562 territory, where cab signals are used WITHOUT fixed automatic block signals



LOCATION OF FIXED ABS SIGN
Attached to the eastbound home signal at Rea Int. on No. 2 and No. 3 tracks.
Attached to the eastbound home signal at Hudson Int. on No. 1 track.
On the ground at Hudson Int. eastbound home signal for No. 5, 7, 8 and 13 tracks.
Attached to the eastbound home signal at Swift Int. No. 5 and No. 6 tracks.
Attached to the westbound interlocking signal leaving “A” Int. (10th Avenue signal bridge) on No. 2 & No. 3 tracks.
Attached to the westbound home signal at County Int. for Tracks No. 1 & 2 and 3 & 4.
On the ground at the Adams Siding switch (MP 35).
On the ground at the Deans Siding switch (MP 38.3).
On the ground at Midway Int. westbound home signal for tracks No. 5 (Rocky Hill Branch) and No. 9 (Amboy secondary).
On the ground at Nassau Running Trk switch (MP 46.6).
Attached to the eastbound home signal at Ham Int. on Tracks No. 0, 1, 2, 3, and 4.
On the ground at Ham Int. eastbound home signal for track No. 5.

562-N3. BRAKING IN RULE 562 TERRITORY

Trains operating in territory where Rule 562 is in effect **must make a full-service application** when reducing speed to comply with a change in cab signal indication. The locomotive quick release feature **must not be used**.
EXCEPTION: Mixed consist trains may use the quick release feature when making an initial reduction only. When it is known that the required speed will be affected, less braking may be used.

606-N1. RUSTY RAILS, STATE OF NEW JERSEY

Sections of track within interlockings with track circuits which may not shunt due to rusted rail are indicated by yellow reflectorized markers displaying a black letter "R". These markers are located at the side of the track adjacent to the switch or the signal governing the route which may not shunt.

A member of the crew which has switching to perform within an interlocking must, before entering the interlocking, communicate with the Operator and inform him of the movements to be made and request information as to the existence of

rusted rail or other abnormal conditions affecting such movements. The Operator must furnish to the crew member information as to such locations which may not shunt and require that a member of the crew report to him when the movement is completed. A movement is completed when it is beyond the opposing home signal.

When a train other than a through movement is routed to clear a main track over a power-operated switch within an interlocking, and such movement is to be made over a rusted rail or other abnormal rail condition which is indicated by a reflectorized marker, a member of the crew must report the train movement completed to the Operator. If such condition is not indicated by a reflectorized marker, the Operator must, before permitting such movement to be made, inform a member of the train crew of such condition, and require that a report be made to him when the movement is completed.

Train crews on through movements on main tracks within an interlocking are not required to report the movement completed unless such a report is requested by the Operator.

These instructions do not apply to train or engine crews of trains making normal station stops within interlockings or to work trains or other equipment engaged in maintenance work on track which they have been given the exclusive right to use.

Instruction 11, AMT-4, "Special Instructions Governing Operation of Signals and Interlockings," is amended: (a) to require the installation of reflectorized markers indicating sections of track within interlockings with track circuits which may not shunt due to rusted rail; and (b) to eliminate reliance by the Operator on his visual observation to determine that the movement is completed.

706-N1. NORTH RIVER TUNNELS

"STA/TUN/RPTR " channel is in service for portable radios within the North River, East River and Empire Tunnels. Lower powered portable radio transmissions made on " STA/TUN/RPTR " within the tunnels are picked up by a repeater and retransmitted on Road Channel 060 at high enough power to be received by portable and/or engine radios also located within the tunnels. While the "STA/TUN/RPTR " channel transmits on the repeater frequency, it receives on Road Channel 060.

Note: No adjustment is necessary for engine radios to communicate with portable radios while within the tunnels. The Dispatcher at PSCC receives all transmissions made within the tunnels on Road Channel 060 or "STA/TUN/RPTR ".

707-N1. EMERGENCY RADIO TRANSMISSIONS IN THE VICINITY OF MP 76 (DIVISION POST)

Road radio channel 060-060 is in service east of MP 76 (Division Post), and road radio channel 054-054 is in service west of MP 76. In the application of NORAC 131, 132 & 136, whenever an emergency radio transmission must be initiated by an employee who is located within two miles of MP 76, the employee

must first transmit on the radio channel in service on the territory where they are located. As soon as practical after the initial transmission, the employee must change to the other road radio channel and transmit a duplicate emergency message.

This instruction applies, for example, to an employee on a moving train that experiences an emergency application of the brakes when within two miles of MP 76 (NORAC 136). It also applies to a track foreman or track inspector who observes or discovers an unsafe condition within two miles of MP 76 that would interfere with the safe passage of trains (NORAC 131, 132).

900-N1. DISPATCHERS: ASSIGNED TERRITORIES

Phone numbers can be found in System Special Instruction 714-S1.

NEW YORK DISPATCHING OFFICE	
DISPATCHER	**TERRITORY**
PSCC	A (inclusive) to Bergen (inclusive).
Section A	Bergen (exclusive) to Hudson (exclusive).
Section B	Hudson (inclusive) to Hunter (inclusive).
CETC-9	Hunter (exclusive) to Roads (inclusive).
CETC-8	Roads (exclusive) to Ham (exclusive).
CETC-7	Ham (inclusive) to Holmes (exclusive).
WILMINGTON DISPATCHING OFFICE	
DISPATCHER	**TERRITORY**
CETC-6	Holmes (inclusive) to Girard (inclusive).

940-N1. CONDUCTORS & ASSISTANT CONDUCTORS – RESPONSIBILITIES INVOLVING EXTERIOR DOOR OPERATION

Crew Duties

To facilitate the operational safety of employees and customers, Amtrak crews must comply with the requirements of Amtrak's Service Standards Manual and applicable Amtrak Employee Safety Rulebook rules in effect.

All passenger crews operating on Amtrak-Controlled Territory must adhere to the following:

Operation

- Unless otherwise delegated to another crew member during an initial or subsequent job briefing, the conductor will be responsible for exterior door operation.
- The movement of in-service passenger equipment with an open or unsecured exterior passenger car door is prohibited.
- Damaged or malfunctioning side doors must be secured closed and locked out from use.

  If more than one door on the same car is locked out, that car may not be occupied for passenger service.
- Crews may not permit passengers to occupy the vestibules with them, while the train is preparing for departure, or a station stop.

- Passenger trains in operation with an open door must stop in a manner consistent with safe train handling and ensure all exterior doors are properly secured closed before resuming movement.

For purposes of this instruction, the term "in-service" means passenger equipment released from inspection in good working order and is suitable for passenger occupancy, whether occupied or not.

Arrivals

- Upon arrival at a station, after the train has stopped, the designated crew member must open their door locally and determine that all doors intended to be opened are appropriately platformed, before keying open any other doors.
- Traps must remain latched and closed until the train comes to a complete stop on the platform.
- If spotting of the train is required, crews should adhere to proper station stop markers for their equipment type. If no markers are present, the designated employee must spot the train through use of the exterior door window, or the train must stop prior to the appropriate platform location so that the designated crew member may convey the distance to be operated; then close the door in order to proceed, unless a bi-level (top and bottom or "Dutch door") is available for use. Then, the bottom portion of the door must remain closed while spotting the train.
- Engineers must be vigilant in their inspection of platforms as they approach station locations, to provide for passenger and employee safety.

Departures

Prior to station departures the conductor or designated crew member must ensure from their local door that all passengers are safely on board the train or on the platform and that all other exterior doors are closed. Once the local door is also closed, permission to proceed may be granted

950-N1. STATE OF NEW JERSEY

An Engineer who has not made a trip in Road Service, as such, within a period of 12 months over the portion of railroad on which they are expected to operate within the State of New Jersey must not be used on such portion of the road until they have been re-examined and qualified by the proper officer.

If absent from all railroad duty for 30 days or more Engineers, Conductors and Assistant Conductors reporting to operate a train in road service in or through the State of New Jersey must notify the Dispatcher's Office or Operating Practices Department of such absence. The Dispatcher or Operating Practices Department supervisor will examine the employee so reporting to ascertain the employee's knowledge and understanding of any General Orders, Bulletin Orders or changes in the Operating Rules which may have been issued during his absence. The result of this examination will be shown on the prescribed form which will also show the signature of both the employee and the supervisor will be forwarded to the General Manager.

MORRISVILLE LINE-NEW JERSEY TRANSIT (MV)

MV Line Station Page

STATIONS		MP	INT	PS	NOTES
MORRIS	**R**-CETC 7 TD (NYP Line – Amtrak)	0.0	X	...	2
MY	**R**-CETC 7 TD	0.6	X	…	1, 2
MORRISVILLE YARD (NJT Yardmaster)		1.0	…	…	3, 4, 5

STATIONS	MP	INT	PS	NOTES
Note 1: MY Int is NJT territory controlled by Amtrak CETC 7 Dispatcher.				
Note 2: The direction from Morris to MY is westward. Amtrak CETC 7 Dispatcher controls the Main and Middle tracks.				
Note 3: NJT Morrisville Yardmaster controls tracks west of MY interlocking.				
Note 4: Conductors must contact Amtrak CETC 7 Dispatcher before departing Morrisville Yard.				
Note 5: Trains originating in Morrisville Yard must contact Amtrak CETC-7 on radio channel 060-060 and relay consist information.				

240-MV1. SIGNAL RULES

240-MV1. SIGNAL RULES

Locations Between/At	Tracks	
	Main (Single)	Middle
Morris & MY	INT, CSS	INT, CSS

37-MV1. PASSENGER TRAINS AND FREIGHT TRAINS MAXIMUM SPEEDS AND SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

PASSENGER TRAINS AND FREIGHT TRAIN SPEEDS

Between/ At	Tracks	Speed	
		Psgr	Frt
Morris and MY	Main	30	15
Morris and MY	Middle	30	15

138-MV1. PUBLIC CROSSING AT GRADE

This is a private crossing equipped with automatic highway crossing warning device using gates and flashers.
Due to rusted rail conditions, eastward and Westward trains must approach this location prepared to stop and not operate over the crossing until it is known that all gates are in the horizontal position.

MP	Location
0.9	Access Road (MY Int)

42-MV1. HEIGHT AND WIDTH RESTRICTIONS

Location	Width	Height
Morris to MY (all tracks)	…	20’8”
Morrisville Yard (all tracks)	…	20’8”

Location	Width	Height
MY Int: Eastward home signal on Lead 1	10’6”	20’8”

47-MV1. AC ELECTRICAL OPERATIONS

Under the supervision of the NJT Power Supervisor in Kearny:

- All main tracks between Morris and MY.
- All tracks in Morrisville Yard.

MAIN LINE PHILADELPHIA TO WASHINGTON (PW)

PW Line Station Page

STATIONS		MP	INT	PS	NOTE
ZOO	(ML-Philadelphia to Harrisburg) (Main Line-SEPTA)	0.0	...	...	1
PENN	**R**-CETC 5 TD (Penn Coach Yard, Race St. Eng. House, No. 5 & No. 11 Running Trks)	1.5	X	...	2, 3, 15, 18
30TH ST-PHILADELPHIA	(Lower Level)	1.5	...	X	...
ARSENAL (SEPTA)	**R**-Broad (SEPTA)	2.7	X	...	4
PHIL	**R**-CETC-4 TD (Airport Line, Escape Trk- SEPTA) (Arsenal Connection Trk-CSX)	3.6	X	...	...
DARBY		6.1	...	X	...
CURTIS PARK		6.8	...	X	...
SHARON HILL		7.2	...	X	...
FOLCROFT		7.7	...	X	...
GLENOLDEN		8.3	...	X	...
NORWOOD		9.0	...	X	...
PROSPECT PARK / MOORE		9.5	...	X	...
RIDLEY PARK		10.4	...	X	...
CRUM LYNNE		11.2	...	X	...

STATIONS		MP	INT	PS	NOTE
BALDWIN	**R**-CETC 4 TD	11.7	X	...	...
EDDYSTONE		12.3	...	X	...
CHESTER		13.4	...	X	...
LAMOKIN ST		14.4	...	...	...
HIGHLAND AVE		15.5	...	X	...
HOOK	**R**-CETC-4 TD	16.8	X	...	...
MARCUS HOOK		17.1	...	X	...
STATE LINE	(Pennsylvania-Delaware)	18.2	...	...	...
CLAYMONT		19.1	...	X	...
HOLLY	**R**-CETC-4 TD	20.3	X	...	...
BELL	**R**-CETC-4 TD (Northbound Yard Lead Trk., NS)	22.5	X	...	5
LANDLITH	**R**-CETC-4 TD	25.4	X	...	6, 16, 24
WINE	**R**-CETC-4 TD	26.6	X	...	...
WILMINGTON		26.8	...	X	...
BRANDY	**R**-CETC-4 TD	26.9	X	...	7
YARD	**R**-CETC-4 TD	28.2	X	...	19, 22
RAGAN	**R**-See SI 900-P1 (Newcastle Sec. Trk., NS)	29.7	X	...	17
CHURCHMAN'S CROSSING		34.3	...	X	...
RUTHBY	**R**-See SI 900-P1	36.5	X	...	8, 17
DAVIS	**R**-See SI 900-P1 (Reybold Branch, NS)	38.4	X	...	22
NEWARK		38.9	...	X	...
STATE LINE	(Delaware-Maryland)	41.4	...	...	...
IRON	**R**-See SI 900-P1	41.5	X	...	8, 17
ELKTON		44.9	...	...	...
BACON	**R**-See SI 900-P1	51.0	X	...	17

STATIONS		MP	INT	PS	NOTE
PRINCE	**R**-See SI 900-P1	57.3	X	...	17, 22
PERRYVILLE		59.4	...	X	...
PERRY	**R**-CETC-3 TD (Port Road Branch, NS)	59.5	X	...	17,20
SUSQUEHANNA RIVER MOVEABLE BRIDGE		60.2	...	...	...
GRACE	**R**-CETC-3 TD	61.5	X	...	9, 17
OAK	**R**-CETC-3 TD	62.9	X	...	17
ABERDEEN		65.5	...	X	...
BUSH	**R**-CETC-3 TD (Moveable Bridge)	71.6	X	...	10, 17
EDGEWOOD		75.1	...	X	...
WOOD	**R**-CETC-3 TD (Edgewood & Magnolia Sidings)	75.3	X	...	11, 22
MAGNOLIA	**R**-CETC-3 TD (Edgewood & Magnolia Sidings)	76.9	X	...	11,17,22
GUNPOW	**R**-CETC-2 TD	79.3	X	...	17
MARTIN		84.0	...	X	...
RIVER	**R**-CETC-2 TD	89.3	X	...	...
POINT	**R**-CETC-2 TD	90.1	X	...	12, 17
BAY	**R**-CETC-2 TD	91.9	X	...	8
BIDDLE	**R**-CETC-2 TD	94.3	X	...	...
PAUL	**R**-CETC-2 TD	95.2	X	...	...
BALTIMORE		95.7	...	X	...
CHARLES	**R**-CETC-2 TD	95.9	X	...	...
JOHN ST.	(Opening B&P Tunnel)	96.2	...	...	...

STATIONS		MP	INT	PS	NOTE
PENNSYLVANIA AVE.	(Opening B&P Tunnel)	97.0	...	...	...
GILMORE ST.	(South Portal B&P Tunnel)	97.5	...	...	...
FULTON	**R**-CETC-1 TD	97.7	X	...	...
BRIDGE	**R**-CETC-1 TD	98.2	X	...	...
WEST BALTIMORE		98.5	...	X	14
FREDERICK ROAD		99.9	...	...	...
HALETHORPE		103.0	...	X	14
WINANS	**R**-CETC-1 TD	103.4	X	...	8
B.W.I.		106.3	...	X	...
GROVE	**R**-CETC-1 TD	112.4	X	...	17
ODENTON		113.6	...	X	...
BOWIE STATE		119.4	...	X	...
BOWIE	**R**-CETC-1 TD (Pope's Creek Sec. Trk., CSX)	120.5	X	...	17
SEABROOK		124.7	...	X	...
CARROLL	**R**-CETC-1 TD	127.0	X	...	17, 21
NEW CARROLLTON		127.0	...	X	...
BURGOS	**R**-CETC-1	128.4	X	...	17
LANDOVER	**R**-CETC-1 TD (Landover Line, CSX)	129.0	X	...	23
STATE LINE	(Maryland-D.C.)	131.6	...	...	...
CP AVENUE	**R**-CETC-1 TD (Washington Terminal)	134.6	...	...	13
The direction from Zoo to CP Avenue is Southward.					
Note 1: In service as an Int Station for PH Line, with Amtrak Road Radio Channel 054-054 and Conrail Road Radio Channel 046-046.					

STATIONS	MP	INT	PS	NOTE
Note 2: No. 5 Running Track under the direction of CETC 5 TD.				
Note 3: No. 11 Running Track within Penn Interlocking under the direction of CETC 5 TD.				
Note 4: Int Rules do not apply on Amtrak Tracks No. 2 & 3.				
Note 5: Int Rules apply on Tracks No. 1F & 2F.				
Note 6: No. 0 Trk between Landlith & MP 24 (Edgemoor), South Wye Track between Landlith & North Switch, and the Wreck Train Track are Non-Controlled Tracks governed by NORAC Rule 98				
Note 7: Int Rules apply on Tracks No. 1 & 2 only.				
Note 8: Int Rules apply on Tracks A & No. 1 only.				
Note 9: No. 4 track begins at north end of No. 33 Sw (southward facing point switch south of southward Home Signal)				
Note 10: No. 4 track ends at the southern limits of Bush Int. No. 3 Trk ends at the south end of No. 23 turnout switch.				
Note 11: Edgewood CS located on the west side of No. 3 track. Magnolia CS located on the east side of No. 2 track.				
Note 12: Int Rules apply on Tracks No. 1, 2 & 3 only.				
Note 13: Northward controlled signals.				
Note 14: Rule 121.E applies on Track A.				
Note 15: Trks Spur, Pit, 1-4 Race & Race St. Eng. House Territory are designated as a Locomotive Servicing Track Area & the Engine House Foreman in charge must be contacted, authority must be obtained to occupy these tracks. Train crews en-route to Penn Coach yard must not proceed beyond Nos. 1 or 2 Lead, the Car Wash on the Rundown Track, or north of the Junction between the MH and No. 37 Leads unless they have contacted the Race St. Eng. House Foreman to receive specific movement instructions. Trks 28-36 Penn Coach Yard and Car Shop 1 & 2 designated Car Shop Repair tracks. All other Penn Coach Yard Trks are designated yard tracks. Any unusual conditions, such as dewirement, derailment, track conditions etc. must be reported to Engine House Foreman (054-054) or ATS 728-2181/82, Bell 215-349-2181/82. All crews must contact the Engine Foreman before adding or removing equipment from PCY.				
Note 16: Trains clearing at north leg of the Wye Monday - Friday, 6am - 10pm must obtain permission of the Wilmington Back Shop Foreman (ATS: 736-6430; Bell 302-429-6430). During all other times, a qualified employee must ensure the portion of the track to be used is clear before occupying it. Equipment must not be left unattended where it will foul the Back-Shop Lead Track. Standing equipment must not foul the road crossing. Trks between the fixed derail on the Back-Shop Lead Track and the fixed derail on the Transfer Track at the northeast corner of Bldg. 12 are designated as a Locomotive Servicing Track Area.				
Note 17: Equipped with moveable point frogs. See SI 80-S1.				
Note 18: Equipped with slip switches. See SI 80-S1.				
Note 19: Int Rules apply on No. 1 Trk and West Yard Connection only.				

STATIONS	MP	INT	PS	NOTE
Note 20: On No.4 track, the signal pocket between the 4SA and 4N Signals is 818.7 feet. On the North leg the signal pocket between the 9N and 18L is 632.9 feet. On the South Leg the signal pocket between the 8S and 22L is 658.8 feet.				
Note 21: On No.2 track, the signal pocket between the 2N and 2NA is 3,040 feet				
Note 22: Interlocking equipped with spring frogs. See SI 815-S4.				
Note 23: Interlocking Rules apply on No. 1 only.				
Note 24: “O” track between Landlith and MP 24 (end of track) may not be occupied by unattended or stored equipment without permission of Amtrak Freight Services. All requests must be submitted Monday thru Friday, between 6am and 5pm. Permission must be granted in advance by contacting DL_IMCS_Freight_Services@Amtrak.com.				

240-P1. SIGNAL RULES and CURRENT OF TRAFFIC

261: On Trks where Rule 261 is in effect, ABS Rules & CSS Rules 550-561 are in effect for movements in both directions.

Int: Indicates interlocking rules in effect.

562: On tracks where Rule 562 is in effect, Rule 261, ABS Rules, and CSS Rules 550 through 563 (except Rules 554 and 556), are in effect for movements in both directions.

PTC Rules: PTC Rules 580-590 and all ACSES/ I-ETMS Special Instructions are in effect for movements in both directions between Phil Inclusive to CP Avenue.

SIGNAL RULES AND CURRENT OF TRAFFIC

Locations	Tracks from West to East					Notes
	4	3	2	1	Other	
Girard & Penn	Int	...	...	Int	...	2
Penn Int	...	...	...	...	...	1, 16
Penn Int: N3 Route	...	...	...	...	...	3
Penn Int: 30th Street Station No's, 3, 4, 5 & 6 Trks	...	...	...	...	...	4
30th St Station & South End Penn	...	...	...	...	...	5, 6
Penn & Phil	...	261	261	...	...	...
CP Arsenal & Phil:	261	...	...	...	...	10
CP Arsenal & Phil No. 5 Trk	...	...	...	...	261	...
Phil & Holly	261	261	261	261	...	...
Holly & Wine	...	261	261	...	...	...
Holly & Bell: No. 1F & No. 2F Trks	...	...	...	...	261	13
Bell & Landlith	...	...	...	261	...	...

Locations	Tracks from West to East					Notes
	4	3	2	1	Other	
Wine & Ragan	...	261	...	...	...	11
Wine & Brandy	...	...	Int	Int	...	9,11
Brandy & Yard	...	...	261	261	...	...
Yard & Ragan	...	...	261	261	...	...
Ragan & Bacon	...	261	261	261	...	12
Ruthby & Iron: A Trk	...	...	...	...	261	...
Bacon & Prince	...	562	562	...	...	…
Prince & Perry	562	562	562	562	...	...
Perry & Grace	...	562	562	...	...	...
Grace & Bush	261	261	261	...	...	...
Bush & Wood	...	261	261	...	...	...
Wood & Magnolia	...	261	261	...	...	...
Edgewood Siding	...	...	...	...	261	7
Magnolia Siding	...	...	...	...	261	8
Magnolia & Gunpow	...	261	261	...	...	...
Gunpow & Biddle	...	261	261	261	...	...
Gunpow & Biddle: A Trk	...	...	...	...	261	...
Biddle & Paul	...	Int	Int	Int	...	9
Paul & Charles	Int	Int	...	Int	...	9
Paul & Charles No. 5 Trk	...	...	...	...	Int	15
Paul & Charles: No. 6, 7 & 8 Trks.	...	...	...	...	Int	9
Charles & Fulton	...	261	261	...	...	...
Fulton & Bridge	...	261	261	...	...	...
Bridge & Winans	...	261	261	261	...	...
Bridge & Winans: A Trk	...	...	...	...	261	...
Winans & Landover	...	261	261	261	...	14
Landover & CP Avenue	...	261	261	...	...	...
Note 1: Within 30th St Station, Tracks No. 1 through 10 are designated Main Tracks.						
Note 2: CSS Rules in effect on Nos. 1 & 4 tracks (“River Line”) in both directions.						
Note 3: CSS Rules in effect on N3 route for movements in both directions.						

Locations	Tracks from West to East					Notes
	4	3	2	1	Other	
Note 4: CSS Rules in effect on No. 3 & 4 Station Tracks for Northward movements. CSS Rules in effect on No. 5 & 6 Station Tracks for Southward movements.						
Note 5: CSS Rules in effect for movements in both directions on No. 4 track.						
Note 6: CSS Rules in effect for northward movements on No. 1 track.						
Note 7: Magnolia Siding located to the East of No. 2 track.						
Note 8: Edgewood Siding located to the West of No. 3 track.						
Note 9: CSS Rules in effect for movements in both directions.						
Note 10: Within Phil Int tracks are designated as follows: No. 1 Arsenal Connection, No. 1, No. 2, No. 3, No. 4 & No. 5.						
Note 11: Within Wilmington Station, Tracks designated as follows: No. 1, No. 2, & No. 3 Tracks.						
Note 12: Within Ragan Int, No. 1 Track extends to the Northward limits.						
Note 13: Within Bell Int, No. 2F Trk extends to the South limits.						
Note 14: Within Landover Int, No. 1 Track extends to the South limits.						
Note 15: CSS Rules not in effect.						
Note 16: ACSES Positive Stop not enforced at the 98W (U SIG), & 44N (northbound entrance SIG to 11 Running).						

37-P1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in bold type are speed restrictions. *Maximum equipment speeds listed in SI 37-S5 must not be exceeded.*
Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.

PASSENGER TRAINS MAXIMUM SPEEDS

PASSENGER TRAINS																
Between /At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
Zoo Int Station & Penn Int Signal located 1035 ft. South of Spring Garden St OH Br.	60	...	...	60	60	...	...	60	60	...	...	60	45	...	...	45
Cvs between Zoo Int. Sta. & 34th St OH Br	**30**	**...**	**...**	**30**	**30**	**...**	**...**	**30**	**30**	**...**	**...**	**30**	**30**	**...**	**...**	**30**
Cvs 34th St OH Br & Penn Int Signal located 1035 feet south of Spring Garden St OH Br	**50**	**...**	**...**	**50**	**40**	**...**	**...**	**40**	**40**	**...**	**...**	**40**	**40**	**...**	**...**	**40**
Penn Int Signal located 1035 feet south of Spring Garden St OH Br & Penn Int signal located 100 feet south of Walnut St. OH Br:																
All Tracks	30															

PASSENGER TRAINS																
Between /At	**Train Type "A"**				**Train Type "B"**				**Train Type "C"**				**Train Type "D"**			
	Track Nos.				**Track Nos.**				**Track Nos.**				**Track Nos.**			
	4	**3**	**2**	**1**	**4**	**3**	**2**	**1**	**4**	**3**	**2**	**1**	**4**	**3**	**2**	**1**
Except: No. 3 Station Track, 30th St. Station, between south end of station platform & southern limits station overbuild	25															
Penn Int signal located 100 feet south of Walnut St OH Br & South limits Penn Int	45	...	...	45	30	...	...	30	...	...	...	...	...	...	...	...
Penn & Sig. Br 20-21	...	...	...	...	...	...	...	...	...	60	60	...	...	30	30	...
Cv South St OH Br & Signal Br 20-21	...	...	...	...	...	...	...	...	...	50	50	...	...	...	...	...
South limits Penn Int & Sig. Br 20-21	...	60	60	...	...	60	60	...	...	...	...	...	...	...	...	...
Signal Br 20-21 & MP 3	...	80	80	...	...	70	70	...	...	70	70	...	...	60	60	...

PASSENGER TRAINS																
Between /At	**Train Type "A"**				**Train Type "B"**				**Train Type "C"**				**Train Type "D"**			
	Track Nos.				**Track Nos.**				**Track Nos.**				**Track Nos.**			
	4	**3**	**2**	**1**	**4**	**3**	**2**	**1**	**4**	**3**	**2**	**1**	**4**	**3**	**2**	**1**
Arsenal & MP 3	45	...	...	...	45	...	...	...	45	...	...	...	30	...	...	...
Arsenal & MP 3: No. 5 Trk	45															
MP 3 & Phil	60	110	110	...	60	110	110	...	60	100	100	...	45	60	60	...
MP 3 & Phil: No. 5 Trk	60															
Phil & Baldwin	90	110	110	90	90	110	110	90	90	100	100	90	80	80	80	80
Cvs MP 5 & Sharon Hill	**70**	**105**	**105**	**70**	**70**	**90**	**90**	**70**	**70**	**90**	**90**	**70**	**70**	**...**	**...**	**70**
Baldwin & Hook	90	110	110	90	90	110	110	90	90	90	90	90	80	90	90	80
Hook Int	**...**	**100**	**100**	**...**	**...**	**100**	**100**	**...**	...	...	...	...	...	...	...	...
Hook & Holly	110	125	125	105	110	110	110	105	110	110	110	105	70	70	70	70
UG Br MP 18.51	**...**	**...**	**...**	**90**	**...**	**...**	**...**	**90**	...	...	...	**90**	**...**	**...**	**...**	**...**
Holly Int	**45**	**...**	**...**	**45**	**45**	**...**	**...**	**45**	**45**	**...**	**...**	**45**	**45**	**...**	**...**	**45**
Holly & Bell	...	125	125	...	...	110	110	...	...	110	110	...	...	90	90	...
Holly & Bell: Nos. 1F & 2F Trks	60															

PASSENGER TRAINS																
Between /At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
Reverse Cvs under Jumpover north of Bell: Nos. 1F & 2F Trks	**30**															
Bell Int: No. 1F Trk	**15**															
Bell Int: No. 2F Trk	**30**															
Bell & Landlith	...	125	125	60	...	110	110	60	...	105	105	60	...	80	80	60
First Cv south of Bell	**...**	**110**	**110**	**...**	**...**	**95**	**95**	**...**	...	**90**	**90**	**...**	**...**	**...**	**...**	**...**
Landlith & Wine	...	80	80	...	...	80	80	...	...	80	80	...	...	65	65	...
Landlith Int: Diverging to or from No. 0 Trk	**5**															
Cv north of Wilmington	**...**	**50**	**50**	**...**	**...**	**45**	**40**	**...**	...	**40**	**40**	**...**	**...**	**40**	**40**	**...**
Wine & Brandy	...	...	35	30	...	...	30	30	...	...	30	30	...	...	20	20
Wine & MP 27.1	...	35	...	...	...	30	...	...	...	30	...	...	...	20	...	...
Brandy & Yard	...	...	90	80	...	...	90	80	...	...	80	80	...	...	30	30

PASSENGER TRAINS																
Between /At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
MP 27.1 & MP 28.2	...	90	...	...	...	90	...	...	...	80	...	...	...	30	...	...
Cv MP 27	**...**	**50**	**40**	**50**	**...**	**45**	**40**	**40**	...	**40**	**40**	**40**	**...**	**...**	**...**	**...**
Yard (SIG Br. 28.2) & Ragan	...	125	125	110	...	120	120	110	...	110	110	110	...	80	80	80
Ragan & Davis	...	135	135	110	...	135	135	110	...	110	110	110	...	90	90	90
Cvs MP 30 & MP 31	**...**	**130**	**130**	**...**	**...**	**110**	**110**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**
Cv north of MP 33	**...**	**130**	**130**	**...**	**...**	**110**	**110**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**
Cvs MP 33 & MP 35	**...**	**130**	**130**	**...**	**...**	**130**	**130**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**
Davis & Bacon	…	135	135	80	…	135	135	80	…	110	110	80	…	90	90	80
Ruthby & Davis: A Trk	80								80				65			
Davis Int: A Trk	**30**															
Davis & Iron: A Trk	30															
Cv south of Davis	**...**	**130**	**130**	**...**	**...**	**130**	**130**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**
Cv at Iron	**...**	**130**	**130**	**...**	**...**	**130**	**130**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**
Cv north of Elkton	**...**	**130**	**130**	**...**	**...**	**130**	**130**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**
Cv south of Elkton	**...**	**130**	**130**	**...**	**...**	**130**	**130**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**

PASSENGER TRAINS																
Between /At	**Train Type "A"**				**Train Type "B"**				**Train Type "C"**				**Train Type "D"**			
	Track Nos.				**Track Nos.**				**Track Nos.**				**Track Nos.**			
	4	**3**	**2**	**1**	**4**	**3**	**2**	**1**	**4**	**3**	**2**	**1**	**4**	**3**	**2**	**1**
Cv MP 47	**...**	**130**	**130**	**...**	**...**	**115**	**115**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**
Cv MP 49	**...**	**130**	**130**	**...**	**...**	**110**	**110**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**
Cv MP 50	**...**	**110**	**110**	**...**	**...**	**90**	**90**	**...**	**...**	**90**	**90**	**...**	**...**	**...**	**...**	**...**
Bacon Int.	**...**	**130**	**125**	**...**	**...**	**130**	**125**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**
Bacon & Northern Limits of Prince	...	130	130	...	...	130	130	...	...	110	110	...	...	80	80	...
Cvs MP 53 & 1000 ft. south of MP 54	**...**	**125**	**125**	**...**	**...**	**105**	**110**	**...**	...	105	...	...	...	...	...	...
Cv MP 57	**...**	**115**	**115**	**...**	**...**	**95**	**95**	**...**	**...**	**95**	**95**	**...**	**...**	**...**	**...**	**...**
Limits of Prince Interlocking	...	90	90	...	...	90	90	...	...	90	90	...	...	80	80	...
Southern Limits Prince and Northern Limits Perry Int	60	115	115	60	60	110	110	60	60	110	110	60	50	90	80	60
Perry Int	60	110	110	60	60	110	110	60	...	...	...	...	...	...	...	...
Perry: North & South legs of wye	**15**															

PASSENGER TRAINS																
Between /At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
South limits Perry Int & south end of Susque-hanna River Br	...	90	90	...	...	90	90	...	...	90	90	...	...	90	90	...
South end of Susqueh anna River Br & north limits Grace Int	...	125	125	...	...	125	125	...	...	110	110	...	...	90	90	...
First Cv north of Grace	**...**	**115**	**...**	**...**	**...**	**95**	**95**	**...**	**...**	**95**	**90**	**...**	**...**	**...**	**...**	**...**
Grace Int	125	125	125	...	125	125	125	...	110	110	110	...	90	90	90	...
South limits Grace Int & South limits Oak	125	90	125	...	125	90	125	...	110	80	110	...	90	80	90	...
South limits Oak Int & North limits Bush	125	110	125	...	125	110	125	...	110	100	110	...	90	80	90	...
First Cv north of Aberdee n	**...**	**...**	**...**	**...**	**110**	**100**	**110**	**...**	...	...	...	...	...	...	...	...
Cv north of Bush	**...**	**...**	**...**	**...**	**120**	**...**	**...**	**...**	...	...	...	...	...	...	...	...
Bush Int.	125	125	125	...	125	125	125	...	110	110	110	...	90	90	90	...

PASSENGER TRAINS																
Between /At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
Bush & Gunpow	...	125	125	...	...	125	125	...	...	110	110	...	...	90	90	...
First Cv north of Gunpow	**...**	**120**	**120**	**...**	**...**	**110**	**110**	**...**	**...**	**100**	**100**	**...**	**...**	**...**	**...**	**...**
Wood & Magnolia:																
Magnolia Siding	30															
Edgewood Siding	30															
Gunpow & MP 85	...	...	...	...	...	...	...	...	...	110	110	110	...	90	90	90
Gunpow & Sig. Br. 877-876	...	125	125	110	...	125	125	110	...	...	...	...	...	...	...	...
Gunpow & River: A Trk	60															
MP 85 & Point	...	...	...	...	...	...	...	...	...	110	110	110	...	90	90	90
Cvs MP 85 & Sig. Br. 877-876	**...**	**...**	**...**	**...**	**...**	**110**	**110**	**...**	...	...	...	...	...	...	...	...
Sig. Br. 877-876 & River	...	125	125	110	...	110	110	110	...	...	...	...	...	...	...	...
River & Point	...	110	110	110	...	110	110	110	...	...	...	...	...	...	...	...
River & Bay: A Trk	15															
Point & Bay	...	110	110	100	...	100	105	100	...	100	105	100	...	90	60	60

PASSENGER TRAINS																
Between /At	**Train Type "A"**				**Train Type "B"**				**Train Type "C"**				**Train Type "D"**			
	Track Nos.				**Track Nos.**				**Track Nos.**				**Track Nos.**			
	4	**3**	**2**	**1**	**4**	**3**	**2**	**1**	**4**	**3**	**2**	**1**	**4**	**3**	**2**	**1**
Point & MP 91 (Southward only)	...	...	...	...	...	...	...	...	...	90	...	90	...	...	...	...
Bay & MP 93.8	...	80	80	60	...	70	70	60	...	60	60	60	...	55	55	50
Reverse Cvs at Bay	**...**	**...**	**...**	**50**	**...**	**...**	**...**	**50**	**...**	**50**	**...**	**50**	**...**	**50**	**...**	**...**
Bay & Biddle: A Trk	35															
MP 93.8 & MP 94.2	…	60	60	45	…	50	50	45	...	...	...	...	...	...	...	...
MP 93.8 & north portals Union Tunnels	...	..	..	...	...	...	....	...	...	45	45	45	...	45	45	45
MP 94.2 & south portals Union Tunnels	...	45	45	45	...	45	45	45	...	45	45	45	...	30	30	30
Paul Int:																
Paul Int: All Trks	30				30				30				15			
South limits Paul Int & North limits Charles:																
South limits Paul Int & North limits Charles: Nos. 3, 4, 6, 7, 8 Trks	30				30				30				15			

PASSENGER TRAINS																
Between /At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
South limits Paul Int & North limits Charles: Nos. 1, 5 Trks	15				15				15				15			
South limits Charles Int & Fulton	...	30	30	...	...	30	30	...	...	30	30	...	...	20	20	...
Fulton & Bridge	...	80	80	...	...	80	80	...	...	75	75	...	...	35	35	...
Cv at Fulton	**...**	**45**	**45**	**...**	**...**	**40**	**40**	**...**	**...**	**40**	**40**	**...**	**...**	**...**	**...**	**...**
Bridge & MP 100	...	110	110	110	...	110	110	110	...	75	75	75	...	70	70	70
Track A	110				110				75				70			
First Cv south of Bridge	**...**	**55**	**55**	**55**	**...**	**50**	**50**	**50**	**...**	**50**	**50**	**50**	**...**	**50**	**50**	**50**
First Cv south of Bridge: A Trk	**55**				**50**				**45**				**40**			
First Cv north of Frederic k Road	**...**	**90**	**90**	**90**	**...**	**80**	**80**	**80**	**...**	**...**	**70**	**...**	**...**	**...**	**...**	**...**
First Cv north of Frederic k Road: A Trk	**90**				**80**				**...**				**...**			

PASSENGER TRAINS																
Between /At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
First Cv south of Frederick Road	**...**	**105**	**105**	**105**	**...**	**100**	**100**	**100**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**
First Cv south of Frederick Road: A Trk	**100**				**80**				**...**				**...**			
MP 100 & Winans	...	125	125	125	...	110	110	110	...	110	110	110	...	90	90	90
MP 100 & Winans: A Trk	110				110				110				90			
First Cv South of MP 101	**...**	**120**	**120**	**120**	**...**	**105**	**105**	**105**	**...**	**105**	**105**	**105**	**...**	**...**	**...**	**...**
First Cv South of MP 101: A Trk	**...**				**100**				**100**				**...**			
First Cv North of Halethorpe	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**
First Cv North of Halethorpe: A Trk	**...**				**90**				**90**				**...**			
Winans & MP 107	...	120	125	125	...	110	110	110	...	...	...	...	...	...	...	...
Winans & Carroll	...	...	...	...	...	...	...	...	...	110	110	110	...	90	90	90
Cv at Winans	**...**	**...**	**...**	**...**	**...**	**100**	**100**	**100**	**...**	**100**	**100**	**100**	**...**	**...**	**...**	**...**

PASSENGER TRAINS																
Between /At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
MP 105 & Sig Br 1055-1054	...	**90**	...	...	...	**90**	...	...	...	**90**	...	...	...	...	...	...
First Cv South of MP 106	...	**110**	**110**	**110**	...	**90**	**90**	**90**	...	**90**	**90**	**90**	...	...	...	...
MP 107 & MP 125	...	125	125	125	...	125	125	125	...	...	...	...	...	...	...	...
Cvs MP 110 & Grove	...	...	...	...	...	**120**	**120**	...	...	...	...	...	...	...	...	...
Cvs MP 113 & MP 118	...	...	...	...	...	**120**	**120**	...	...	...	...	...	...	...	...	...
Cv at MP 111	...	...	...	...	...	...	...	**120**	...	...	...	...	...	...	...	...
Cvs MP 113 & MP 120	...	...	...	...	...	...	...	**120**	...	...	...	...	...	...	...	...
Cv at MP 117	...	...	...	**110**	...	...	...	**95**	...	...	...	**90**	...	...	...	...
First Cv South of MP 118	...	...	...	...	...	**120**	**120**	...	...	...	...	...	...	...	...	...
First Cv South of MP 120	...	...	...	...	...	**115**	**115**	**115**	...	...	...	...	...	...	...	...
MP 125 & Carroll	...	125	125	125	...	110	110	110	...	...	...	...	...	...	...	...
Carroll & MP 129	...	125	125	50	...	110	110	50	...	110	110	50	...	90	90	50
Burgos Int	...	...	...	...	...	...	...	...	...	...	...	...	...	80	80	...

PASSENGER TRAINS																
Between /At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
First Cv South of Burgos	...	...	...	...	...	...	...	...	...	**100**	**100**	...	...	...	...	...
MP 129 & MP 133	...	125	125	...	...	125	125	...	...	110	110	...	...	80	80	...
MP 133 & CP Avenue	...	95	95	...	...	95	95	...	...	85	85	...	...	70	70	...

FREIGHT TRAIN MAXIMUM SPEEDS

FREIGHT TRAIN TYPE "E" SPEEDS
NOTE: Where the symbol ▼ appears, freight trains equipped with LSL on leading engine must not exceed 10 MPH on all routes, Zoo Int Station to Signal Br 20-21.

FREIGHT TRAIN MAXIMUM SPEEDS

Between/At	Train Type "E"			
	Track Nos.			
	No. 4	No. 3	No. 2	No. 1
Zoo Int Station & Penn Int. Signal located 1035 feet South of Spring Garden St OH Br.:				
Northward	▼ 20	...	...	▼ 20
Southward	▼ 30	...	...	▼ 25
Penn Int. Signal located 1035 feet south of Spring Garden St OH Br & south limits Penn Int.:				
Southward	▼ 25			
Northward	▼ 20			
Except Station Trks 2 & 3:	▼ 15			
Penn & Signal Br 20-21:				
Northward	...	▼ 20	▼ 20	...
Southward	...	▼ 30	▼ 30	...
Signal Br 20-21 & Phil	...	50	50	...
Arsenal & Phil	25	...	...	...
Arsenal & Phil: No. 5 Trk	25			

Between/At	Train Type "E"			
	Track Nos.			
	No. 4	No. 3	No. 2	No. 1
Phil & Baldwin	50	50	40	40
Cvs MP 5 & Sharon Hill	**...**	**...**	**30**	**30**
Signal 95 & Moore	**40**	**...**	**...**	**...**
Baldwin & Hook	45	45	45	45
Hook & Holly	50	50	35	35
Holly Int	**40**	**...**	**...**	**...**
Holly & Bell	...	50	50	...
Holly & Bell: No. 1F & No. 2F Trks	30			
Bell Int: Nos. 1F & 2F Trks	**10**			
Bell & Landlith	...	30	30	40
Landlith Int: Diverging to or from No. 0 Trk	**5**			
Landlith & Wine	...	25	25	...
Wine & Brandy	...	...	15	15
Wine & MP 27.1	...	15	...	...
Brandy & Yard	...	...	30	30
MP 27.1 & MP 28.2	...	30	...	...
Yard (SIG Br. 28.2) & Ragan	...	45	45	45
Ragan & Davis	...	50	50	50
Ragan & Davis: All Trks; Cars exceeding 263,000 Pounds	30	30	30	30
Davis & Iron	...	30	30	30
Ruthby & Davis: A Trk	30			
Davis & Iron: A Trk	25			
Iron & Bacon	...	40	40	40
Bacon & Prince	...	45	45	...
Prince & MP 58	40	50	50	40
MP 58 & south limits Perry Int	40	40	40	40
Perry: North & south legs of wye	10			
South limits Perry Int & south end of Susquehanna River Br	...	30	30	...
South end of Susquehanna River Br & Grace	...	50	50	...

Between/At	Train Type "E"			
	Track Nos.			
	No. 4	No. 3	No. 2	No. 1
Grace & Oak	35	35	35	...
Oak & South Limits Bush	50	50	50	...
South Limits Bush & Gunpow	...	45	45	...
Wood & Magnolia:				
Magnolia Siding	25			
Edgewood Siding	25			
Gunpow & River	...	50	50	50
Gunpow & River: A Trk	40			
River & North Portals Union Tunnels	...	25	25	25
River & Bay: A Trk	10			
Bay & Biddle: A Trk	20			
South portals Union Tunnels & South limits Charles Int: All Tks	10			
Through Union Tunnels	...	30	30	30
South limits Charles Int & Fulton	...	20	20	...
Fulton & Bridge	...	25	25	...
Cv at Fulton	**...**	**20**	**20**	**...**
Bridge & MP 100	...	35	35	35
Bridge & MP 100: A Trk	35			
MP 100 & MP 101	...	45	45	45
MP 100 & MP 101: A Trk	45			
MP 101 & Winans	...	50	50	50
MP 101 & Winans: A Trk	50			
Winans & Grove	...	50	50	50
Cvs MP 110 & Grove	**...**	**40**	**40**	**...**
Grove & MP 125	...	40	40	40
MP 125 & Carroll	...	50	50	50
Carroll & Landover	...	50	50	40
Landover & CP Avenue	...	50	50	...

C-P1. QUALIFICATION FOR YARD & WORK TRAIN SERVICE CONDUCTORS & ASSISTANT CONDUCTORS

- Conductors must be qualified on the required physical characteristics before accepting assignment as a yard or work train Conductor.
- Conductors and Assistant Conductors absent from yard service for 6 months or longer must contact a Terminal Trainmaster before starting a yard assignment at Washington or Philadelphia Terminal.
- Conductors and Assistant Conductors who have not worked a regular assigned work train position for 6 months or longer must contact a Trainmaster or Road Foreman before working a regular work train assignment.

F-P1. B. & P. TUNNEL

In the event of an accident or irregularity occurring to a train in the B. & P. or Union Tunnels which endangers the safety of passengers or train, immediate action must be taken to get passengers to a place of safety. If it can be safely done, trains should be moved out of the tunnel. If this is not practical, trains should proceed to the first tunnel exit.

When necessary to remove passengers from trains at tunnel exits, trainmen will exercise the greatest care for their protection.

In order to communicate effectively with Emergency Response Forces and thereby reduce response time, employees contacting the Emergency Response Forces must refer to the following railroad locations, and their corresponding street level access points.
The access points are marked at street level with the identifying letters shown, to indicate where access to trains can be obtained from street level:

TUNNEL ACCESS POINTS

B&P Tunnel	Street Location	Access Point
Fulton Int	Monroe and Laurens St.	A
Gilmore St south portal, stairway at west side of portal	Gilmore and Winchester St	B
Pennsylvania Ave opening, stairway on east wall, north end of opening	Pennsylvania Ave and Pitcher St	C
John St. opening, stairway on west side beyond west wall	Mount Royal and North Avenues	D
North portal	Falls Road and Lafayette Ave, under Howard St OH Br	E
Greenmount Ave south portal	400 block of Preston St.	F
Bond St. north portal	Broadway and East Hoffman St.	G

1-P1. MARC PENN LINE SERVICE T&ET&E OPERATIONS NOTICES

Marc Penn Line Service T&E Operations Notices contain information and procedures related specifically to MARC service and will be issued as needed. They will be available at MARC sign-up locations at Baltimore, Martins and Washington.

MARC Penn Line Service T&E Operations Notices will be numbered sequentially, the number being prefixed by the last two digits of the calendar year. Summary Notices will be suffixed by the letters

"SUM," and will contain all instructions in effect as of the effective date. They will supersede the previous Summary Notice and all other Notices. Notice(s) in effect will be indicated on the Bulletin Order.

T&E crews assigned to work MARC assignments are required to review the information in the MARC Penn Line Service T&E Operations Notices and retain a copy while on duty.

1-P2. PENN COACH YARD: PENN COACH YARD BULLETIN (PCYB)/ OPERATING INSTRUCTIONS - PENN COACH YARD

Yard Bulletins
Yard Bulletins will be issued for Penn Coach Yard, and Wilmington Maintenance Facility as necessary and will contain instructions for crews who will operate in these locations. They will be numbered consecutively and will remain in effect until superseded by the next Yard Bulletin.

Yard Bulletins do not modify or supersede any operating rule or special instruction. Employees will be governed by the most recent operating rule and/or special instruction in effect if any conflicting information exists. Employees who will operate within these yards must familiarize themselves with the current Yard Bulletin and comply with its instructions. If no Yard Bulletin is posted, employees must contact the appropriate employee in charge for instructions.

System Operating Practices will reissue the Yard Bulletin as necessary.

16-P1. BLUE SIGNAL PROTECTION: BALTIMORE FIXED BLUE SIGNAL LIGHTS

Fixed overhead beacon blue signal lights in service on both ends of the station platforms on Baltimore Station Tracks Nos. 3-8.
Illuminated blue signals signify that workman are on, under, or between rolling equipment and the restrictions of section (a) of Rule 16, apply to the entire track.

The display of fixed overhead blue signal lights indicates that Blue Signal Protection (BSP) is established or in the process of being established.

- Movement of equipment between any displayed blue signals is prohibited.
- The Mechanical Worker-in-Charge (WIC) must promptly report malfunctions of the fixed overhead blue signal lights to the C&S/IMCS Help Desk.

16-P2. BLUE SIGNAL PROTECTION: BALTIMORE

The following blue signal protection procedures apply in Baltimore Station on Tracks Nos. 3-8.

- If the equipment extends beyond the fixed overhead blue signal light system, the Worker-in-Charge (WIC) must use a portable blue signal light on the end where the overhead blue signal light system is not sufficient.

19-P1. BAY

Trains on Track Nos. A and 1 must blow one long sound on the engine horn when approaching Bay northward and point southward.

19-P2. ENGINE WHISTLE OR HORN: 30th STREET STATION

Except when approaching Roadway Workers or in an emergency, trains must not sound their engine whistle or horn while within the confines of the 30th Street Station overbuild.
This restriction is intended to prevent hearing loss injuries in passengers as well as employees working in the station.

20-P1. PENN COACH YARD-RACE ST. ENGINEHOUSE

The engine bell must be rung continuously during any movement in the yard or engine house territory.

20-P2. ENGINE BELL: 30th STREET STATION

Trains equipped with an engine bell must sound it continuously while moving within the confines of the 30th Street Station Overbuild.

34-P1. STATION STOP MARKERS

- **Aberdeen, MD & Newark, DE:** A white sign marked with blue reflective “Amtrak E” is located on the field side beyond the station platform(s). Engineers may stop the locomotive cab side window adjacent to the sign as a guide for spotting trains for low-level intertrack platforms.
- **West Baltimore:** When spotting a train on the station platform, Engineers must use Station Stop markers MARC 1, MARC 2 and MARC 3 as a guide. These markers are located on the east side of “A” Track north of the station. Conductors and Engineers must discuss which markers will be used during their daily job briefing.
- **New Carrollton Station:** A white sign marked with blue reflective “Amtrak E” is located on both No. 3 track and No. 2 track. Engineers may stop the locomotive cab side window adjacent to the sign as a guide for spotting trains during platform work.

34-P2. MP 129-RUNNING BRAKE TEST

Southward passenger trains not making a station stop at New Carrollton must make a running test of the brakes before passing MP 129, as per AMT-3 instruction.

34-P3. 30th STREET STATION

Due to insufficient ventilation, the following procedure will apply at 30th Street Station. Conductors may instruct Engineers to leave HEP on longer should conditions require.

- Inbound trains with diesel engines and a dwell time of over 5 minutes must shut down HEP 5 minutes after arrival.
- Southbound trains must have HEP set up and operated from the lead locomotive. HEP must not be started until locomotives are clear of station overbuild. Throttle position must be limited to the 2nd notch departing Philadelphia, when practical.
- Keystone Service trains from New York destined for Harrisburg must spot trains so the outbound engine is outside of the station overbuild.
- Engines cut off inbound trains must pull down to the extreme end of the platform.
- New Jersey Transit trains arriving at 30th street: after discharging passengers, crews must re-spot their trains as far south as possible. The engineer may call CETC 5 and request that the southbound signal be displayed to assist in spotting the train but must not pass the southbound signal. The Engineer must call CETC 5 and inform them when the train is properly spotted, and the signal can be dropped. Crews will re-spot equipment for loading and restart HEP 10 minutes before departure.

34-P4. ENGINE CHANGES: TRAINS ORIGINATING OR TERMINATING IN PHILADELPHIA

- Outbound crews for trains originating 30th St. Station, trains from Harrisburg en route to New York, or from New York en route to Harrisburg must contact the Race Street Engine House Foreman for disposition of outbound train/ locomotive(s).

If unable to contact Engine House Foreman, call CETC for assistance.

- Inbound crews for trains terminating 30th St. Station, trains from Harrisburg en route to New York, or from New York en route to Harrisburg must contact the CETC-5 Dispatcher for disposition of inbound train/ locomotive(s) upon arrival.

34-P5. TRAIN APPROACH MESSAGE SYSTEM (TAMS)

Train Approach Message System (TAMS) is in service at the following stations: New Carrollton

Employees working on or near station platforms must notify the Dispatcher if TAMS is not functioning properly and: The Dispatcher must:

1) Issue a 110 MPH speed restriction on the affected track(s), with limits designated to protect the affected station(s).

2) Issue verbal or Form D line 13 instructions requiring trains not scheduled to stop at the affected station(s) blow one long sound of the engine horn when approaching each affected station on a track adjacent to a station platform.

Exception: The 110 MPH speed restriction and horn requirement will not be necessary when on-ground personnel are provided to protect the station(s) where a TAMS failure has occurred. These persons must monitor train movements through the CETC office and radio communication with trains. They must notify passengers to remain behind the yellow line when a train is approaching. Only the following categories of personnel may be relied upon to provide on-ground protection:

1) A train crew member.

2) A uniformed law enforcement officer (railroad or police).

3) A uniformed Customer Services employee.

4) An employee who is equipped by day with an orange vest, shirt or jacket, and by night with a retroreflective orange, white or yellow vest, shirt or jacket.

35-P1. FREIGHT TRAIN CAR LIMIT

- **Grove to Landover:** Freight trains consisting of 160 empty hopper cars are permitted between Grove and Landover. (Exception to SI 35-S4)
- **Davis to Bay:** Under all of the following conditions (exception to SI 35-S4), freight trains consisting of 150 cars are permitted between Davis and Bay if they:
    - Are Equipped with operative telemetry devices or a caboose
    - Do not contain intermodal cars
    - Do not contain more than 65 consecutive TPIX (Tropicana) cars
- **Perry to Bay:**
    - Norfolk Southern loaded mineral and empty trains not exceeding 260 hopper or gondola cars are permitted.
    - Norfolk Southern freight trains containing more than 160 cars must operate with distributed power in “Asynchronous Mode”.

35-P2. WINANS-RIVER STOPPING PROCEDURE

Between Winans and River interlockings, after coming to a complete stop, engineer must make a full-service automatic brake application and leave it applied until train is ready to depart. Engineer must exercise caution when starting train to ensure that brakes are released, and brake pipe pressure is being restored.

35-P3. FULTON-BIDDLE-BRAKING PROCEDURE

This Special Instruction will not apply to trains consisting entirely of empty hopper cars.

Due to the critical forces generated by excessive use of the dynamic or independent brake, Engineers operating freight trains between MP 94 and MP 97 **MUST** arrange to minimize head end forces by limiting the dynamic brake not to exceed one-half the indication of the dynamic brake meter or 350 dynamic brake AMPS, whichever is less.
Freight trains operating without dynamic brake **MUST NOT** exceed one half the Maximum independent brake cylinder pressure allowed for the lead unit.
When necessary to control the speed of the train between MP 94 and MP 97, the automatic air brake **MUST** be used.

35-P4. PAUL-FULTON POWERED AXLED LIMITATION EXCEPTIONS

Between the hours of 6:00 AM and 9:00 PM, mineral freight trains with head end power exceeding 18 traction motors must be assisted by a helper engine coupled to the rear of the train.
The number of traction motors operated on the head end must not exceed 24 conventional powered axles at any time.

35-P5. BAY-LANDOVER

Mixed freight trains with TOFC and COFC Cars in consist operating between Bay and Landover must have TOFC and COFC Cars positioned on the rear third of the train. Where percentage of TOFC and COFC Cars exceeds one third of the train consist, TOFC and COFC Cars must be placed on the rear portion. Conductors of freight trains with TOFC and COFC Cars in consist must converse with the Dispatcher as to the makeup of their train before entering this territory.

37-P2. SPEEDOMETER CHECKING: MEASURED MILES

The distance between the sets of Mile Posts listed below is a measured mile. White marker posts are installed on both sides of the tracks at locations marked with an asterisk (*).

MEASURED MILES

MP 6- MP 7
*MP 8- *MP 9
*MP 9- MP 10
MP 10- MP 11
MP 16- MP 17
*MP 20- *MP 21
*MP 21- MP 22
MP 24- MP 25

*MP 34- *MP 35
MP 53- MP 54
MP 57- MP 58
MP 61- MP 62
MP 64- MP 65
MP 76- MP 77
MP 85- MP 86
MP 99- MP 100
MP 108- MP 109
MP 110- MP 111
MP 111- MP 112
MP 121- *MP 12
*MP 122- *MP 123
MP 127- MP 128
MP 129- *MP 130
*MP 130- *MP 131
*MP 131- MP 132
MP 132- MP 133

37-P3. MAXIMUM SPEEDS, RUNNING TRACKS

MAX SPEEDS RUNNING TRACKS

Track	Between	And	Restricted Speed not exceeding
No. 11	North end Penn Int.	South end Penn Int.	10 MPH
No. 5	Penn	MP 1.9	10 MPH

37-P4. MAXIMUM SPEEDS, OTHER TRACKS

MAX SPEEDS OTHER TRACKS

Location	Track(s)	Restricted Speed not exceeding
Penn Coach Yard	All	5 MPH
Wilmington Shops	All	5 MPH

Location	Track(s)	Restricted Speed not exceeding
Between Landlith and MP 24 (End of Track)	No. 0	5 MPH
Martins MARC Facility	All	5 MPH
Perryville Yard	F Track	5 MPH
Kieckheffer Ind.	All Tracks	5 MPH
All Yard Tracks, Industrial Tracks and Public Delivery Tracks that are connected to an Amtrak Main or Running Track		10 MPH

37-P5. WRECK and WIRE TRAINS

Where speed of freight trains is slower than the speeds shown in this instruction, the freight train speed must not be exceeded.

Between:	Wire Train	Boom Trailing	Boom Forward
		Miles Per Hour	
		Wreck	Wreck
Mantua & Signal Br. 2.1	30	30	20
Signal Br. 2.1 & CP Avenue	50	40	30

40-P1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum height of the engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 for equipment authorized to operate on the NEC.

Notes shown in parentheses in the location column are defined at the end of the table.

40-P1. ENGINE and EQUIPMENT RESTRICTIONS

Location	Tracks					
	4	3	2	1	A	Other
Zoo & Signal Br 20-21	4	...	...	4	...	...
Via 3 Berry	...	5	5	...	...	...
30th St. Station, all tracks (c)	...	...	...	...	...	4
Penn Coach Yard, all tracks North of road crossing	...	...	...	...	...	5
Penn Coach Yard, all tracks South of road crossing	...	...	...	...	...	4
Signal Br 20-21 & Landlith	5	5	5	5	...	...
Landlith & Brandy	...	5	5	5	...	...

Location	Tracks					
	4	3	2	1	A	Other
Tracks 1F & 2F Holly & Bell	...	...	...	...	...	5
Wilmington Station	...	5	4	5	...	...
Brandy & Yard	...	5	4	6	...	...
Yard & Ragan	...	5	5	6	...	...
Ragan & Bacon	...	6	6	7	7	...
Bacon & Prince	...	7	7	...	...	...
Prince & Perry	7	6	7	6	...	...
Perry & Grace	...	7	7	...	...	...
Grace & Bush	7	7	6	...	...	...
Oak & Bush	7	7	6	…	…	…
Bush & Gunpow	7	7	7	7	...	...
Gunpow & River	...	6	6	7	7	...
River & Bay (d)	...	5	5	7	7	...
Bay & Charles	...	5	5	5	5	...
Baltimore Station:						
Tracks No. 3 to 7	4	4	...	...	...	4
Track Nos. 1 & 8	...	...	...	5	...	5
Charles & Bridge (a) (b)	...	4	4	...	...	...
Bridge & Bowie	...	5	5	5	5	...
Bowie & Burgos	...	5	5	6	...	...
Burgos to Landover	...	...	...	6	...	...
Burgos & CP Avenue	...	4	4	...	...	...

NOTES:

(a) Capitoliner Control Car 9637 is prohibited from operating between Fulton and Paul.

(b) See Note B in SI 37-S5.

(c) American Crane A59019 may operate on No. 11 Running Track (see SI 41-S12).

(d) Plate F Cars measuring 17’ may operate between River Interlocking and Milepost 92 on tracks 2 and 3 to service the Baltimore Steel Switch.

40-P2. EQUIPMENT RESTRICTIONS: PENN COACH YARD & RACE ST. ENGINE HOUSE TERRITORY

Express Reefer cars Series 74000 are prohibited from operating over the route between the MH Track & Trk Nos. 23, 25 & 26 (switches 4R26, 2625 & 2523).

41-P1. BALTIMORE STATION - NOS. 4&5 TRACKS

Due to close platform clearance, only equipment normally used in passenger service may operate on Nos. 4 & 5 tracks in Baltimore Station. EXCEPTION: In an emergency, non-passenger type equipment may operate on No. 4 track at 2 mph when authorized by the Dispatcher.

41-P2. LANDLITH - FREIGHT TRAIN MOVEMENTS

Freight trains with or without cars (except Amtrak work trains and maintenance equipment) are prohibited from making diverging moves onto or off of the “O” track at Landlith.

41-P3. CARS EXCEEDING 263,000 POUNDS

NS, CSX and Conrail trains containing cars with gross weight not exceeding 286,000 pounds may operate over the following line segments:

- Between Phil and Bell - All tracks.
- Between Ragan and Davis - All Tracks (Maximum Speed 30 MPH)
- Between Davis and Paul - All tracks.
- Between Paul and Charles - Tracks 1, 6, 7 & F only.
- Between Bowie and Burgos - Tracks Nos. 1 and 2 only.
- Burgos to Landover - Track No. 1 (Cars operating on Track No. 3 are limited to 263,000 pounds, per SI 41-S2.)

41-P4. NS TRACK GEOMETRY CARS

Norfolk Southern Track Geometry Cars Nos. 31, 33(1), 34 and 48 are cars that must be pulled by an engine. Their maximum speed is 50 MPH. Because of clearance concerns, movement must be made at Restricted Speed while passing high-level station platforms, and immediately adjacent tracks must be kept clear of other movements. These cars may operate ***only*** on the following routes:

Location	Acceptable Routes
Perry-Prince	Trk 4
Prince-Bacon	Trks 2 & 3
Bacon-Ragan	Trks 1, 2, 3 & A
Note 1: Car No. 33 is prohibited from passing high level platforms, except for the mini high platform on No. 4 track at Thorndale, and the mini high platforms at Exton (PH Line).	

43-P1. CLOSE CLEARANCE - EMPLOYEES

Protecting against personal injury - the following locations will not clear a person on side of car.

- The West side of 8 Track between Charles and Paul Interlockings at Baltimore Station.

- Claymont Station MP 19 at High Level Platforms on 1 and 4 track.

45-P1. EXPLOSIVES PROHIBITED - 30th ST. STATION

Cars containing shipments of class A explosives, except laboratory samples, and all class B and C explosives in excess of 200 pounds, are prohibited under all overhead structures on all tracks, 30th St., Philadelphia, Lower Level.

45-P2. UNION TUNNELS/B & P TUNNELS

Other trains must not be permitted to enter Union Tunnels or B & P Tunnel while a train with placarded loaded cars containing hazardous materials is passing through the tunnels.

47-P1. PENN COACH YARD - SECTION BREAKS

Electric locomotives must not be left standing within limits of section breaks. Location of section breaks in Penn Coach Yard are identified by section break signs in the catenary.
A yellow-gold sign with black letters “SB” identifies the location when *entering* a section break. A red sign with no lettering identifies the location when *leaving* a section break.

47-P2. DE-ENERGIZING CATENARY SYSTEM: LANDLITH INTERLOCKING, WILMINGTON BACK-SHOPS

When it is necessary to de-energize any portion the catenary system at locations listed in items 1 and 2 below, the Zone 5 Power Director must request to remove catenary power from the Back-shop Foreman and require electronic approval from the CETC 4 Train Dispatcher to de-energize Master Plate 13-EY (LDL 0-1). Prior to issuing a Plate Order (AMT-2), the Back-shop Foreman must inspect all affected tracks listed in item 2 below and ensure that there are no raised pantographs within the limits of Plate 13-EY (LDL 0-1) as required by AMT-2.

Affected area includes the following tracks:

1) **Landlith Interlocking**

- “O” track from the 19-switch north to the southbound home signal.
- South Leg Wye from the 9-switch to the southbound home signal.

2) **Wilmington Back-shop/Yard Area**

- “O” track between Landlith and MP 24 (end of track).
- All other tracks Wilmington Back-shop/Yard area

47-P3. EMPLOYEES OPERATING ELECTRIC EQUIPMENT-WILMINGTON BACK-SHOP/YARD AREAS

This instruction applies to the “O”, South Leg Wye, Wreck Train Siding, and any other electrified track(s) associated with the Wilmington Back-shop/Yard areas.
Pantographs that have been lowered, on any previously unattended or stored electric equipment, must not be raised without authority of the Back-shop Foreman (302-429-6430).

47-P4. DE-ENERGIZING CATENARY SYSTEM: PENN COACH YARD

When a plate order is requested from the Zone 4 Power Director within Penn Coach the Race Street Foreman will comply with SI 981-S2 and notify the Zone 4 Power Director, prior to a plate being placed into effect.

72-P1. TRAIN INSPECTION DETECTORS

TRAIN INSPECTION DETECTOR LOCATIONS

Type of Detector	MP Location	Direction of Operation	Tracks(s)	Recorder Location	Notes
HBD	16.3	North & South	1,2,3 & 4	CETC 4	2
DED	33.9	North & South	1,2 & 3	CETC 3	...
HBD	34.9	North & South	1,2 & 3	CETC 3	2
HBD	52.4	North & South	2 & 3	CETC 3	2
HBD	67.4	North & South	2,3 & 4	CETC 3	2
HBD	83.7	North & South	A,1,2 & 3	CETC 2	2
HBD	107.5	North & South	1, 2 & 3	CETC 1	2
HBD	123.3	North & South	1, 2 & 3	CETC 1	2

Note 1: Height detectors are set to alarm at height 16 feet 22 inches and over. Non-passenger type trains that activate the high car alarm must not be permitted to operate south of Bay, unless authorized by the Assistant Superintendent Train Movement, or his representative. Passenger trains that activate the detector may be permitted to proceed to Baltimore where a visual inspection will be made.

Note 2: Equipped with **supplemental radio alarm** hot box detection apparatus, which will transmit **only** when a hot journal has been detected, as follows: Upon detection of first defect, system will transmit milepost location, track number & the message “Defect detected.” When this message is received, the train must be stopped when rear end is clear of the detector. When entire train has passed the detector, a radio message will be transmitted stating the results of the inspection. After a one second delay, the message will be repeated. If a defect is detected, the train must be stopped and inspected in accordance with the instructions received, and the Dispatcher notified. Detector will identify suspected hot journals or dragging equipment by axle number counting from head end (including engines). If a defect is not found at the axle location specified, that entire car and the 2 cars immediately ahead and behind that car must be inspected. If the radio transmission reports 6 defects, which is the maximum number the detector can transmit, the entire train behind the 6th defect must be inspected.

72-P2. WHEEL IMPACT DETECTORS

Wheel impact detectors are installed at the following locations. See SI 72-S8.

MP	Location	Tracks
75	Edgewood	2, 3
16.2	Marcus Hook	1, 2, 3, 4

104-P1. NORMAL POSITION OF SWITCHES AND CROSSOVERS AT SPECIFIED LOCATIONS:

Switch location	Connecting	With	Normal Position is for Movement	Notes
Penn Coach Yard	Car Washing Trk	Run Down &Trk No. 37	Normal lined Trk No. 37	...

104-P2. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

The following hand-operated switches are equipped with an electric lock; permission to occupy Main Track, Interlocking or Controlled Siding must be obtained from the Dispatcher before lock is removed from keeper

SWITCHES EQUIPPED WITH ELECTRIC LOCKS

Locations	Switch	Controlled By	Notes
MP 12.1	No. 4 trk to Eddystone yard	...	1
MP 15.8	No. 1 trk to Naught trk	...	1
MP 31.5	No. 3 trk to Crowell Corp.	...	1
MP 35.8	No. 3 trk to Harmony Ind. Park	...	1 & 4
MP 37.4	No. 3 trk to General Foods	...	1 & 4
MP 40.4	Trk A to No. 0 trk	...	1
MP 45.5	No. 1 trk to Red Mill Ind. Trk	...	1
MP 58.5	No. 1 trk to Perryville MW Base	...	1
MP 65.6	No. 2 trk to Ind. trk	...	1 & 4
MP 68.3	No. 4 trk to Channel Lumber	...	1 & 4
MP 75.8	Magnolia Siding to Arsenal Industrial trk.	...	1, 2
MP 81.9	Trk A to Baltimore Gas & Electric Co.	...	1
MP 83.5	Trk A to MARC Facility	...	1
MP 84.9	Trk A to Chesapeake Ind. Park	...	...
MP 90.9	No. 3 trk to Baltimore Steel Industrial trk.	...	1 & 4
MP 91.5	No. 3 trk to Kiekheffer Ind. trk.	...	1, 2, 4
MP 101.6	No. 3 trk to Filberts	...	1 & 4
MP 108.1	No. 3 trk to Baltimore Commons Industrial trk.	...	1 & 4
MP 111.9	No. 1 trk to McMillan-Blodel Co.	...	1 & 4
MP 113.8	No. 1 trk to North End MW Base	...	1 & 4
MP 114.9	No. 1 trk to South End MW Base	...	1 & 4
MP 122.4	No. 1 trk to Home Depot	...	1 & 4

Locations	Switch	Controlled By	Notes
MP 127.8	No. 1 trk to Ardwick Ind. Park	...	1 & 4
Note 1: To enter side track from Main Track, train must occupy track circuit which extends 50 feet from point of switch, before switch can be opened.			
Note 2: Refer to SI 132-P1, Trks & Switches Out of Service.			
Note 3: Switch & derail each equipped with electric lock; both switch & derail must be lined to normal position before inserting switch lock at switch or derail.			
Note 4: Switch and derail each equipped with electric lock. Switch locks must be removed from both switch and derail before either is operated. After movement is completed, both switch and derail must be restored to normal position before inserting switch lock at switch or derail.			

104-P3. POSITION OF DERAILS; PENN COACH YARD AND RACE ST. ENGINE HOUSE

In the application of NORAC Rule 104, paragraph f, fixed derails in Penn Coach Yard and Race St. engine house are not associated with the protection of the fouling points on main tracks. Such derails are normally kept in the down position, except when used in conjunction with blue signal protection.

116-P1. LOCATION OF ENGINEER

Engineers may operate from other than the leading end of the movement when the movement would not exceed one train length beyond Penn and Zoo Interlocking.

132-P1. TRACKS AND SWITCHES OUT OF SERVICE

The tracks and switches listed below are out of service for train movements, except when such movements are personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars.
If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last IMCS Department employee to use the switch must spike the switch to prevent its accidental use.

Location	Track/Switch
Hook	Plug Track
Landlith	Pullman Track
Davis	No. 5 yard trk
MP 45.5	Red Mill Industrial Track and Switch
Wood	Station Spur track north of southward dwarf signal
MP 75.8	Magnolia Siding to Arsenal Industrial Trk.
MP 80.9	Trk A to Chase Public Delivery
MP 91.5	Kiekheffer Industrial Track and Switch
Point Bay	North Point Yard Trk
Charles	Mount Vernon Ind Trk

132-P2. PENN STATION LIGHT RAIL TRACK - FOULING

- Employees must not foul the Penn Station Light Rail Track (MTA track located to the east of No. 1 Track, Baltimore Station) without contacting the CETC Section 2 Dispatcher and receiving assurance that protection has been provided by the MTA.
- When flag protection must be provided on the Penn Station Light Rail Track in accordance with Rules 132 or 136, the CETC Section 2 Dispatcher must be immediately notified.
- Flag protection must be maintained until it is determined that movements on the Penn Station Light Rail Track are no longer endangered, or until assured by the Dispatcher that other protection has been provided.

133-P1. PROTECTION OF OUT-OF-SERVICE TRACKS IN PENN INTERLOCKING

At Penn Interlocking, when the term “station track” is used, the following locations will be defined as:

- 1 Station Trk exists between Penn Int. Signals 36S and 78NB
- 2 Station Trk exists between Penn Int. Signals 34SB and 78NA
- 3 Station Trk exists between Penn Int. Signals 34SA and 76NA
- 4 Station Trk exists between Penn Int. 30S and 76NB
- 5 Station Trk exists between Penn Int. 28SA and 72NA
- 6 Station Trk exists between Penn Int. 28SB and 72NB
- 7 Station Trk exists between Penn Int. Signals 26S and 70NA
- 8 Station Trk exists between Penn Int. 24S and 66N
- 9 Station Trk exists between Penn Int. Signals 22SB and 64N
- 10 Station Trk exists between Penn Int. Signals 42S and 68NB
- N3 Route exists between Signals 84S and 114NA
- N5 Route exists between Signals 92SA and 114NC

Note: When Station tracks 8 or 9 are used, the 63sw at Penn must be discussed. If the switch is included, the Out of Service authority on the Form D must be written from signal to signal.

138-P1. PENN COACH YARD - ACCESS ROAD CROSSING

Trains operating in Penn Coach Yard must stop before passing over the access road crossing and sound engine bell (if equipped) until the crossing is occupied. If crew does not have a clear view of the access road in both directions, a member of the crew must provide on-ground protection.

161-P1. APPROVED ABBREVIATIONS

Abbreviation	Definition
Pres St Brh	President Street Branch
Cville M	Cockeysville Main

241-P1. STOP SIGNALS

In the application of Rule 241, when Stop Signal is displayed on a signal at the following locations, the authority to pass it must be obtained through the Dispatcher listed below.

Location	Track	Governing Movements	Authority obtained from
CP Avenue	No. 2 & No. 3	Northward	CETC-1 TD

241-P2. DAVIS INTERLOCKING - STOP SIGNAL

Southbound trains that receive Rule 241 authority to pass Signal 10S at Davis must receive verbal permission from the Dispatcher before operating beyond the southern limits of Davis Interlocking on Track A, due to potential freight traffic on Track A between Davis and Iron.

Signal 10S is the southbound interlocking signal on Track A located just north of Newark, DE Station.

242-P1. PAUL: IMPERFECTLY DISPLAYED SIGNALS

The most restrictive indication that can be given by dwarf signal No. 5N is Restricting.

- No. 5N signal governs northward movements on No. 5 track and is located 25 feet south of end of track.

277-P1. PERRY

The northward interlocking signal at Perry governing movement from No. 4 track to No. 4 track is located to the left of No. 4 track.

277-P2. CHARLES AND PAUL

Trains approaching Charles or Paul on a signal indication less favorable than Clear must not exceed 15 MPH within Charles or Paul interlocking until it is determined that their route permits a greater speed.

277-P3. LANDOVER INTERLOCKING

An interlocking signal mast on No. 1 track (1S signal) governing southbound moves is located to the left.

551-P1. TESTING SECTIONS

In addition to those at terminals, located:

- **Phila. 30th St. Station** (Lower Level) Nos. 7 and 8 tracks, departure test for northward movement only.
- **Reybold Branch (NS)**-On Reybold Branch from fixed signal 5430 feet south of Davis to a point 1320 feet south thereof.
- **Bay**-On the Lawn Track (NS)
- **Baltimore**-Nos. 1, 3, 4, 6, 7 and 8 tracks northward and southward movements. On-Board Tester can be used, provided the signals leaving those tracks are not displayed and a track shunt is applied ahead of the train.
- **Odenton**-MW Base North end of yard tracks H and I.
- **Perryville**-MW Base North end of yard tracks H and I.

554-P1. MOVEMENT WITH INOPERATIVE CAB SIGNALS FOR MARC TRAINS NOT EQUIPPED WITH ACSES FOR THE DIRECTION OF MOVEMENT

In addition to the existing requirements of NORAC Rule 554 Movement with Inoperative Cab Signals, Speed Control, or Automatic Train Stop:
If the train experiences a failure of the on-board cab signal system apparatus, a qualified crewmember must take position on the controlling unit with the Engineer until one of the following actions has occurred:

(a) Another controlling unit is placed on the leading end with an operative on-board cab signal system, or in turnaround service, the Engineer has changed ends and is operating from a unit equipped with an operational on-board cab signal system.

(b) On-board cab signal system has been repaired, tested and found to be functioning properly by a qualified mechanical department employee.

562-P1. MOVEMENT WITH INOPERATIVE CAB SIGNALS FOR MARC TRAINS NOT EQUIPPED WITH ACSES FOR THE DIRECTION OF MOVEMENT

In addition to the existing requirements of NORAC Rule 562, part C. “Movements in Territory Where Cab Signals are Used Without Fixed Automatic Block Signals, Failure of Cab Signals”:
If the train experiences a failure of the on-board cab signal system apparatus, a qualified crewmember must take position on the controlling unit with the Engineer until one of the following actions has occurred:

(a) Another controlling unit is placed on the leading end with an operative on-board cab signal system, or in turnaround service, the Engineer has changed ends and is operating from a unit equipped with an operational on-board cab signal system.

(b) On-board cab signal system has been repaired, tested and found to be functioning properly by a qualified mechanical department employee.

580-P1. MARC TRAINS NOT EQUIPPED WITH ACSES FOR THE DIRECTION OF MOVEMENT

In the application of Rule 580.B. Non-Equipped Trains, the following instructions must be followed when a MARC train is not equipped with ACSES on the leading end for the direction of movement. For instructions that refer to the Conductor, or other qualified employee, this employee must be qualified on the operating rules, special instructions, and physical characteristics of the territory.

1) All existing civil enforcement speed restrictions in place along the route to be operated, that require a reduction in speed of 21 MPH or greater, must be discussed in pre-departure job briefings at both the initial terminal and any subsequent turnaround points.

2) The train’s Conductor is required to notify the engineer via radio of all temporary speed restrictions. This notification must be given no less than two miles prior to the beginning of the restriction, or at the last station stop prior to the restriction. The Conductor must confirm that the Engineer has acknowledged the required speed reduction. If no acknowledgement is received from the Engineer or the Conductor cannot establish communication with the Engineer, movement must be stopped.

3) If a failure of the on-board cab signal apparatus is experienced en route, movement is governed by SI 554-P1 or 562-P1.

706-P1. RADIO CHANNELS: PENN

- Yard crews working within the limits of Penn Coach Yard may use either channel 054-054 or 023-023.
- Yard crews working within interlocking limits must use only radio channel 054-054.

706-P2. PORTABLE RADIO TRANSMISSIONS WITHIN THE B&P AND UNION TUNNELS

"BAL TN RD" channel is in service for portable radios between Charles and Fulton for the B&P Tunnel, and between Paul and Biddle for the Union Tunnel. Lower powered portable radio transmissions made on "BAL TN RD" within these limits are picked up by a repeater and retransmitted on Road Channel 054 at high enough power to be received by portable and/or engine radios also located within the tunnels. While the "BAL TN RD" channel transmits on the repeater frequency, it receives on Road Channel 054.

No adjustment is necessary for engine radios to communicate with portable radios while within the tunnels.
The CETC Dispatcher receives all transmissions made within the B&P and Union Tunnels on Road Channel 054 or "BAL TN RD".

900-P1. DISPATCHERS: ASSIGNED TERRITORIES

Phone numbers can be found in System Special Instruction 714-S1.

MON 7:00AM - FRI 3:00PM	
DISPATCHER	**TERRITORY**
CETC-3 North	Ragan, Inclusive to Prince, inclusive.
CETC-3	Prince, exclusive to Gunpow, exclusive.

ALL OTHER TIMES	
DISPATCHER	**TERRITORY**
CETC-6	Holmes, inclusive to Penn, exclusive.
CETC-5	Penn Interlocking.
CETC-4	Penn, exclusive to Ragan, exclusive.
	No. 4 and No. 5 tracks, Phil to Arsenal, exclusive.
CETC-3	Ragan, inclusive to Gunpow, exclusive.
CETC-2	Gunpow, inclusive to Fulton, exclusive.
CETC-1	Fulton, inclusive to CP Avenue.

940-P1. CONDUCTORS AND ASSISTANT CONDUCTORS: 30th STREET STATION

Conductors of Amtrak trains that originate or with dwell time at 30th Street Station because of an engine or equipment change must contact a Station Service representative without delay when train is ready for boarding and departure, in person or via radio channel 036-036.

Note: If unable to contact Station Service representative, Conductor must contact CETC-5 Dispatcher.

940-P2. CONDUCTORS & ASSISTANT CONDUCTORS - RESPONSIBILITIES INVOLVING EXTERIOR DOOR OPERATION

Crew Duties
To facilitate the operational safety of employees and customers, Amtrak crews must comply with the requirements of Amtrak's Service Standards Manual and applicable Amtrak Employee Safety Rulebook rules in effect.
All passenger crews operating on Amtrak-Controlled Territory must adhere to the following:

Operation

- Unless otherwise delegated to another crew member during an initial or subsequent job briefing, the conductor will be responsible for exterior door operation.
- The movement of in-service passenger equipment with an open or unsecured exterior passenger car door is prohibited.
- Damaged or malfunctioning side doors must be secured closed and locked out from use.

  If more than one door on the same car is locked out, that car may not be occupied for passenger service.
- Crews may not permit passengers to occupy the vestibules with them, while the train is preparing for departure, or a station stop.
- Passenger trains in operation with an open door must stop in a manner consistent with safe train handling and ensure all exterior doors are properly secured closed before resuming movement.

For purposes of this instruction, the term "in-service" means passenger equipment released from inspection in good working order and is suitable for passenger occupancy, whether occupied or not.

Arrivals

- Upon arrival at a station, after the train has stopped, the designated crew member must open their door locally and determine that all doors intended to be opened are appropriately platformed, before keying open any other doors.
- Traps must remain latched and closed until the train comes to a complete stop on the platform.
- If spotting of the train is required, crews should adhere to proper station stop markers for their equipment type. If no markers are present, the designated employee must spot the train through use of the exterior door window, or the train must stop prior to the appropriate platform location so that the designated crew member may convey the distance to be operated; then close the door to proceed, unless a bi-level (top and bottom or "Dutch door") is available for use. Then, the bottom portion of the door must remain closed while spotting the train.
- Engineers must be vigilant in their inspection of platforms as they approach station locations, to provide for passenger and employee safety.

Departures

Prior to station departures the conductor or designated crew member must ensure from their local door that all passengers are safely on board the train or on the platform and that all other exterior doors are closed. Once the local door is also closed, permission to proceed may be granted.

952-P1. MARC INSPECTION REPORTS AND FORMS

Engineers operating MARC Commuter trains on the Northeast Corridor may accept the locomotive calendar day inspection, air brake test and cab signal test as noted on prescribed MARC forms. Amtrak's MAP 100 or MARC's ECR 100 will be used for noting any defects as well as ensuring safety seals have been applied and numbers properly not.

WASHINGTON TERMINAL (WT)

The Washington Terminal District consists of Washington Terminal (Union Station, Coach Yard and Ivy City Maintenance Facility).

WT Line Station Page

STATIONS		MP	INT	PS	NOTES
CP AVENUE	**R**-CETC 1 TD (ML-Philadelphia to Washington)	134.6	...	...	1
C INTERLOCKING	**R**-K TOWER (Metropolitan Sub. CSX) (MARC Wedge Yd)	135.0	X	...	4, 5
K TOWER		135.7	X	...	2, 5
WASHINGTON		136.0	...	X	...
A INTERLOCKING	**R**-K TOWER	136.0	X	...	5
CP VIRGINIA DIVISION POST	(RF&P Subdivision) **R**-CSX "BD" TD (BAL) (CSX Baltimore Division)	137.1	X	...	3
The direction from CP Avenue to CP Virginia is south.					
Note 1: Northward controlled signals.					
Note 2: In service as an Interlocking Station with radio channel 054-054 and Yard radio channels 001 & 002.					
Note 3: CSX radio channel 096-096 and Dispatcher tone 20-3 are in service for BD Dispatcher in Baltimore, MD.					
Note 4: Movements in & out of MARC's Wedge Yard are under the authority of the Train Director at K Tower.					
Note 5: Equipped with slip switches. See SI 80-S1.					

240-W1. SIGNAL RULES and TRACK DESIGNATIONS

Tracks between the following locations are numbered from West to East:

BETWEEN CP AVENUE & K TOWER:

- At the North end, 40 & 42.
- At the South end 38 through 42.

STATION TRACKS AT WASHINGTON:

- 7 through 20, 22 through 30.

BETWEEN A INTERLOCKING AND CP VIRGINIA:

- Southward and Northward Main Tracks.

Interlocking Rules 600 through 616 are in effect as follows:

- West Yard Track 4
- Tracks 38 through 42 between CP Avenue & K Tower.
- Tracks 7 through 16 & 30, between northward starting signals (home signals for K Int) and connection with Tracks 38 through 42;

- Station Tracks 17 through 20, entire track;.
- Tracks 22 through 29 between “H” Signal Bridge & First St. Tunnel.
- Northward & Southward Main Tracks between North Portal First St. Tunnel and CP Virginia (CSX).
- Cab Signal System Rules 550 to 561, inclusive are in effect for northward and southward movements on Track 40 and Track 42 between Signal Bridge “H” and Avenue and for movements over No. 460 Crossover. Except as provided for in SI 550-W1, trains not equipped with Cab Signal System apparatus are prohibited on these tracks.

PTC Rules: PTC Rules 580-590 and all ACSES/I-ETMS Special Instructions are in effect for movements in both directions on all tracks from “J” Bridge to the northern limits of C Interlocking.

- Positive train stop will only be enforced at the following:
  - Southbound signals governing entry into C Interlocking from mainline track 2 and 3
  - Southbound signals on 40, 42 track at Signal Bridge “K”
  - Northbound signals at Signal Bridge “K”
  - Northbound signals on 40, 42 track at Signal Bridge “J” (I-ETMS only)
- Locomotives not equipped with operative ACSES may temporarily operate on tracks with ACSES in effect except track 42 between Signal Bridge “J” and CP Avenue.
- VRE Trains, Amtrak & MARC yard moves may temporarily operate on I-ETMS tracks without I-ETMS initialized.

Exception: Trains operating on track 42 between J Signal Bridge and CP Avenue must be equipped with on-board I-ETMS apparatus that is cut in and active.

NORAC RULE 98 IS IN EFFECT ON THE FOLLOWING TRACKS:

- Station Tracks 7 through 16 & 30 between northward starting signals (home signals for K Int) and End of Track.
- Station Track No. 22 between a barricade erected 200 feet south of the No. 187 signal and a barricade erected 10 feet south of the 18RC signal.

37-W1. MAXIMUM SPEEDS - WASHINGTON TERMINAL

37-W1. PASSENGER TRAINS AND FREIGHT TRAINS MAXIMUM SPEEDS AND SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

LOCATION (BETWEEN)	Psgr	Frt
Connection with CSX north of New York Avenue OH Bridge or connection with Amtrak PW Line at CP Avenue & Signal Bridge “J”:		
Track 40	45	10
Track 42	45	10
All Other Tracks	20	10
Wye Bridge Switching Center:		
All Tracks	10	10
Except Operating Over No. 624-A Switch	5	5

LOCATION (BETWEEN)	Psgr	Frt
Signal Bridge “J” & Signal Bridge “H”:		
Northward	20	10
Southward	15	10
Signal Bridge “H” and North Portal First Street Tunnel	15	10
Track 22	5	5
North Portal First Street Tunnel and CP Virginia	20	10

37-W1. MAXIMUM SPEEDS - YARD TRACKS

LOCATION (BETWEEN)	Restricted Speed not exceeding	
All yard tracks:	15	10
Except West Leg Wye	10	10
Except Track 52	5	5
Except Wedge Yard	5	5
Except C Track	5	5
Through Car Washer, Short Leg Wye:		
Northward when washing	2	2
Both directions when not washing	15	10
Through HST Trainwash, Track 52:		
When washing	3	3
Engine Servicing Car Shop Repair		
All Tracks	5	5
Except Within HST Building	3	3

C-W1. QUALIFICATION FOR YARD & WORK TRAIN SERVICE-CONDUCTORS & ASSISTANT CONDUCTORS

- Conductors must be qualified on the required physical characteristics before accepting assignment as a yard or work train Conductor.
- Conductors and Assistant Conductors absent from yard service for 6 months or longer must contact a Terminal Trainmaster before starting a yard assignment at Washington or Philadelphia Terminal.
- Conductors and Assistant Conductors who have not worked a regular assigned work train position for 6 months or longer must contact a Trainmaster or Road Foreman before working a regular work train assignment.

C-W2. QUALIFICATION TO OPERATE MOTORIZED VEHICLES IN WASHINGTON TERMINAL AND YARDS

Amtrak employees/contractors operating motorized vehicles in Washington Terminal and Yards are prohibited from crossing tracks until they complete the “Crossing Live Tracks with Motorized Vehicles Course” and receive a signed qualification card from their supervisor. Upon successful completion of the course, employees/contractors are responsible for their own safety when working on or about the track outside a protected worksite and to keep a lookout and move to a safe place in sufficient time on the approach of a train or track vehicle.

F-W1. FIRST STREET TUNNEL

When approaching tunnel, Conductors/Assistant Conductors must ensure the end and vestibule doors are closed. Interior lights of occupied passenger cars are to be fully lighted prior to entering tunnel. Conductors/Assistant Conductors of southbound revenue passenger trains will ensure that blower fans are turned off and intakes closed on all passenger cars except Amfleet I when passing through tunnel.

When an emergency condition exists requiring the evacuation of a passenger train in the First Street Tunnel and requires passengers to pass through manholes between the Northward and Southward Main tracks, the Conductor must communicate with K-Tower Train Director to ensure there are no train movements on the adjacent track(s). The K-Tower Train Director must ensure no movements occur until all passengers have evacuated safely.

Telephones, equipped with switches to select dial line or direct line to K Tower, are installed in every fifth manhole (500-foot intervals) throughout the tunnel. *The fire alarm pull stations located adjacent to telephones are out of service.*

R-W1. MEDICAL SERVICES

If an emergency situation exists that requires medical attention, the Washington Terminal Control Center (2333) must be notified.

1-W3. WASHINGTON COACH YARD AND IVY CITY MAINTENANCE FACILITY: WASHINGTON YARD BULLETIN / OPERATING INSTRUCTIONS – WASHINGTON YARD

Yard Bulletins

Yard Bulletins will be issued for Washington Yard as necessary and will contain instructions for crews who will operate in the Washington Coach Yard and Ivy City Maintenance Facility. They will be numbered consecutively and will remain in effect until superseded by the next Yard Bulletin.

Yard Bulletins do not modify or supersede any operating rule or special instruction. Employees will be governed by the most recent operating rule and/or special instruction in effect if any conflicting information exists. Employees who will operate within these yards must familiarize themselves with the current Yard Bulletin and comply with its instructions. If no Yard Bulletin is posted, employees must contact the appropriate employee in charge for instructions.

System Operating Practices will reissue the Yard Bulletin as necessary.

16-W1. BLUE SIGNAL PROTECTION - WASHINGTON TERMINAL FIXED BLUE SIGNAL LIGHTS

Fixed overhead flashing blue signal lights in service on north and south ends of Station Tracks 7 through 20 and 22 through 30.

Pylon remote controlled blue signal lights are in service on north and south ends of station tracks 23 through 26.

Blue Signal Pylon Light



Illuminated blue signals signify that workmen are on, under, or between rolling equipment, and the restrictions of section (a) of Rule 16, apply to the entire track, indicating that no movements are permitted.

The display of fixed overhead blue signal lights indicates that Blue Signal Protection (BSP) is established or in the process of being established.

- Movement of equipment between any displayed blue signals is prohibited.
- The Mechanical Worker-in-Charge (WIC) must promptly report malfunctions of the fixed overhead blue signal lights to the B&B Department.

16-W2. BLUE SIGNAL PROTECTION - IVY CITY MAINTENANCE FACILITY

At Ivy City Maintenance Facility, fixed blue signal lights are in service adjacent to Main Shop Tracks 1, 2, 5 & 6, S&I Tracks 7 & 8, HST Building Tracks 9, 10, 11, & 12, and fumigation track. When lights are illuminated, the restrictions of section (a) of Rule 16 will apply to the track between fixed derails.

Responsibilities of Worker-in-Charge (WIC)
Blue Signals with a WIC ID tag attached must be displayed in accordance with the rules outlined herein before workers may work on, under, or between rolling equipment. Furthermore, only the Mechanical Department Worker-in-Charge (WIC) is authorized to place or remove these signals and may not delegate their removal or application.

16-W3. BLUE SIGNAL DERAILS

The following locomotive servicing and car shop repair tracks are equipped with hand-operated blue signal derails:

Ivy City Maintenance Facility:
Nos. 1, 2, 3, 4, B, D, 5 and 6 Main Shop Tracks.
Nos. 7 and 8 Service and Inspection Building Tracks.
Nos. 9, 10, 11, “C” and 12 HST building tracks.
Nos. 13, 14, 15, 16, 17 and 18 Storage Tracks.
Loco Storage 1 and 2, and No. 23 Motor Pit Tracks.
Nos. 24, 25, 26 and 27 Annex Building Tracks.

Wye Bridge Switching Center:
Fumigation Track

16-W4. BLUE SIGNAL PROTECTION: WASHINGTON TERMINAL

The following blue signal protection procedures apply in Washington Terminal on the following tracks:

- West Yard Track 4 between the 137 and the 103 signals.
- Tracks 17 through 29, which are designated as main tracks (int rules in effect) in SI 240-W1.

NOTE: The provisions of NORAC Rule 16 pertaining to “Other Than Main Tracks” apply to Washington Union Station Tracks 7 through 16, 30 and West Yard Tracks 1 through 3.

1) **Responsibilities of Mechanical Worker-in-Charge (WIC)**

The WIC must take the following action before authorizing or performing any work that requires Blue Signal Protection (BSP):

(a) Before establishing BSP, the WIC must contact the K-Tower Train Director and request protection for the track(s) required.

(b) When Blue Signal Protection is no longer required, the WIC must notify the K-Tower Train Director.

2) **Responsibilities of K Tower Train Director.**

The K-Tower Train Director must take the following actions when the Mechanical Department Worker-In-Charge (WIC) requests protection for BSP.

(a) Display Stop Signal(s) and apply blocking devices to switches and signals leading to the affected track. These safeguards must remain applied until the WIC has notified the Train Director that BSP is no longer required.

(b) The Train Director must make a written record of blocking devices' application time and removal time for the associated track(s) and ensure records are retained for 15 days.

19-W1. ENGINE WHISTLE OR HORN SIGNALS

Warning signal 19(c) must be sounded by northbound movements out of First Street Tunnel to warn persons at south end of Lower-Level Tracks 22 to 29.

Whistle posts in service north and south of CSX Transportation overhead bridge at Wye Bridge Switching center. All trains operating on Fumigation Track and Tracks 24, 51 and 52 must sound engine whistle signal 19(b) approaching and passing under CSX bridge and over road crossing south of the bridge.

The requirements of rule 19(b) do not apply when approaching or passing standing trains on station platform tracks at Washington.

20-W1. ENGINE BELL

Engine bell must be rung when approaching and adjacent to a station platform.

34-W1. WASHINGTON TERMINAL TRAIN STOP LOCATIONS

34-W1. TRAIN STOP LOCATIONS

Tracks	Trains	Movement Direction(s)	Stopping Location	Note
22,27,28,29	Initial	Northbound	Rear of the train north of the South Switch and escalator.	…

Tracks	Trains	Movement Direction(s)	Stopping Location	Note
23,24,25, 26	Through trains with 12 cars or less	Northbound	Rear of the train north of the “Platform Location A”	1
23, 24, 25, 26	All Trains	Southbound	Locomotive cab window adjacent to the “Train Stop A” sign	2
7	All passenger trains (excluding push-pull trains)	Southbound/ Northbound	Locomotive must not be spotted under H Street Overhead Bridge	….
7	Push-pull trains	Southbound/ Northbound	“Train Stop 3 Cars” sign	3

Note 1: The “Platform location A” sign is located at the South end of the platform, north of the escalators.

Note 2: The “Train Stop A” sign is located at the South end platform stairway.

Note 3: The “Train Stop 3 Cars” sign is located 276 feet north of the end of track.





34-W2. VIRGINIA RAILWAY EXPRESS

The Train Director will arrange for the use of Coach Yard tracks by VRE crews with the Yardmaster. Signal indication will be authority for train to occupy Coach Yard track.

WT Station Tracks: Northbound VRE trains must press the train start button when the train is ready to proceed to the coach yard.

Ivy City Yard Tracks:
Southbound VRE trains must notify the Yardmaster when the train is ready to proceed for Washington Terminal. *At other times, crews of VRE trains will contact the K Tower Train Director.*

34-W4. TRAP DOORS ADJACENT TO PLATFORMS

All trap doors are to be closed prior to placement of Amfleet, MARC or other equipment adjacent to all platforms in Union Station and Ivy City, including high level platforms.

34-W5. UNION STATION - TRACKS 39&40

All northward movements on Tracks 39 & 40 must clear the “J” Signal Bridge prior to reversing the movement.

36-W3. STARTING TRAINS

Train Conductors must report at the Crew Dispatchers Office for instructions before going to their trains. Conductors on Amtrak passenger trains that are scheduled to board passengers must contact a Station Service representative when the train is:

1) Ready for boarding, and

2) Ready for departure.

Trains may depart at scheduled departure time after being informed by the Station Service representative that the gate is closed, and the Conductor and crew have confirmed the platform is clear.
Conductors must report immediately to the Train Director K Tower and the Washington Control Center any occurrence that will delay the on-time departure of their train.

VRE and MARC Commuter Trains
Commuter trains may leave at scheduled departure time on proper signal from the Conductor. Any occurrence that would prevent a commuter train from departing on time must be reported to the Train Director K Tower and the Commuter Control Center.

36-W5. IVY CITY MAINTENANCE FACILITY

All movements must make a complete stop at doorway prior to entering Main Shop, Service and Inspection, Annex or High-Speed Rail Buildings. Before proceeding, a visual check of the building door must be made to ensure it is in proper position. Engine Bell must be sounded when entering or moving within these buildings.
A crewmember must be positioned on the apron outside the Ivy City Maintenance Building prior to making movements out of the building on Trks 5 and 6 shop, and 7 & 8 S&I. The crewmember shall ascertain there is no conflicting vehicular traffic on the apron before permitting the move to proceed.

36-W6. CAR WASHER-SHORT LEG OF WYE

Crews operating through the car washer on the short leg of the wye must exercise caution due to close clearance with the apparatus. When trains are to be washed, they must come to a complete stop and not proceed until apparatus has begun to operate. Trains being washed must move northward only and must not exceed 2 MPH. Southward moves must not be made when the washer is in operation.

36-W7. HST TRAINWASH FACILITY-TRACK 52

- No diesel equipment is permitted to operate through the High-Speed Trainset Trainwash. All other equipment must stop prior to entering the wash and select the wash type and equipment car wash mode, if equipped.
- Trainsets must only operate in a northward direction when passing through trainwash apparatus, to avoid damaging apparatus. If it should become necessary to make reverse movement due to wheel inspection fault, reverse movement must not start until operator is present to place trainwash apparatus in manual mode and supervise movement. Trainsets must continue moving northward at prescribed speed until entire trainset clears north end of trainwash, to avoid premature trainwash shutdown.
- Manual use of sanders is prohibited while passing over the Hegensheidt automatic wheel inspection apparatus.

36-W10. SECURING EQUIPMENT

In the application of NORAC 108 and 109, and AMT-3 Rules, the following will govern the securing of equipment against movement:

- **Union Station:** Except in catenary power outages, the use of chocks to protect High Speed Trainsets & Consists other than High Speed Trainsets against movement is prohibited on Station Tracks. On Station Tracks, chocks and handbrakes are required on car(s) left standing unattended in accordance with AMT-3.
  Removing Chocks - Wheel chocks and must be removed from railhead under equipment prior to moving cars or engines. Chocks must not be removed until cars are coupled to an engine or power car, or equipment is secured against movement by other means, including sufficient handbrakes.
- **Ivy City Shop & Storage Tracks** - Equipment at the south end of tracks must have two (2) handbrakes applied

40-W1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum height of the engines and equipment that may be operated.
Engine and equipment dimension specifications are assigned in S.I. 37-S5 for equipment authorized to operate on the NEC.

Notes shown in parentheses in the location column are defined at the end of the table.

40-W1. ENGINE AND EQUIPMENT RESTRICTIONS

Location	Tracks
	Other
CP Avenue & K Tower:	
All Tracks	5
Except 42 Trk north of K signal bridge	4
WT Station Tracks: (a)	
Track Nos. 7 to 11	5

Location	Tracks
	Other
Track Nos. 12 to 14	4
Track Nos. 15 to 16	5
Track Nos. 17 to 20	4
Track No. 22	1
Track Nos. 23 to 30 (b)	5
First Street tunnels	5
High Speed Rail S&I Building (all tracks)	1
Ivy City, Wye Bridge Switching Center, West Yard (all tracks)	5
NOTES	
Note (a): Capitoliner Control Car 9637 is prohibited from operating in Washington Terminal.	
Note (b): Cars greater than equipment dimension code 1 (Clearance Code A for Private Cars) are not permitted to operate over the turnout on Track No. 27 south of southbound (16RC) signal. *Exception: restriction does not apply to VRE Cars.*	

41-W1. CWR EQUIPMENT

CWR Trains are restricted from operating on all tracks in the Washington Terminal, **except:**
Track 40 and 42 between “H” Signal Bridge and Avenue, and over No. 460 Crossover, C Interlocking.

41-W2. SUPERLINER AND HIGH-LEVEL CARS

Superliner Cars 31000 through 38068 are equipped with high diaphragms. Transition Cars 39000 through 39046 and 39900 through 39939 are equipped with high diaphragms on only one end. The low diaphragms on the opposite end are compatible with conventional single level cars. Cars equipped with tubular type diaphragms may be coupled to the high ends of Superliners, high level and transition cars without restriction.
Prior to coupling, crews must observe the diaphragms on all equipment to ensure that they are compatible. Cars with diaphragms not compatible may be coupled and moved on straight track with permission of the Yardmaster but must never be coupled or moved on curves or diverging movements through switches.

47-W1. ELECTRICAL OPERATION-FIRST ST. TUNNEL

Electric equipment must not pass A.C. Motor Stop signs with the pantograph raised. Illuminated signs displaying letters "ACMS" are located 470 feet south of north portal, to the right of Northward and Southward Main Tracks.

47-W2. IVY CITY MAINTENANCE FACILITY

All employees must comply with the requirements of AMT-2 when working in electrified territory. All overhead wires must be considered energized (LIVE), except when they are known to be de-energized, tested de-energized, and grounded.

1) **Tracks in Service for AC Electrical Operation:**

(a) Tracks 7, 8, 9, 10, and 13-18: Entire track.

(b) Track 11: Entire track, except from 115 feet south of the High-Speed Rail building to 300 feet north thereof (within the building), as indicated by AC Motor Stop signs.

(c) Track 12: Entire track, except from 115 feet south of the High-Speed Rail building to 185 feet north of the building as indicated by AC Motor Stop signs.

2) **Electrical Operation at Ivy City Service and Inspection (S&I) Building:**



(a) **Door Catenary Buffer Zone -** Prior to entering Tracks 7 & 8, crews must stop at the derail, and permission must be obtained from a Foreman via radio 069-016 (WT-002). Before granting permission for equipment with raised pantographs to enter or exit the building, the Foreman must ascertain that the entrance door catenary buffer zone for the track is energized.

(b) **Catenary Status Indicator Lights –** Tracks 7 & 8 are equipped with red & green lights to indicate the status of the catenary within the facility. A red light indicates that the catenary within the facility is energized. A green light indicates that the catenary within the facility is not energized and electric engines with pantograph raised must not enter. If both indicators are dark, a Foreman must be contacted to ascertain that the catenary is energized before attempting movement into the facility with a raised pantograph(s).

- The red and green indicator lights do not include the status of the entrance door catenary buffer zone.

3) **Electric Locomotive Pit:**

(a) Red and green lights are in service at the north and south ends of the Electric Locomotive Pit structure to indicate the status of the catenary section on the No. 23 track extending from 125 feet south of the pit to 75 feet north of the pit.

4) **Diesel Service Facility:**

(a) The catenary section on Track 26, from 175 feet south of the Annex Building to 90 feet north of the building, is normally de-energized. Electric engines with raised pantographs must only approach this section if the diesel foreman advises that it has been energized.

47-W5. RECONFIGURING PANTOGRAPHS IN HIGH-SPEED RAIL FACILITY

Transportation employees are permitted to reconfigure pantographs within the High-Speed Rail Facility (HSR), as long as no pantographs are raised in de-energized territory or between the AC Motor Stop Signs. In order to facilitate movement in the HSR, additional signs used in conjunction with the AC Motor Stop Signs have been placed in service. These signs indicate the point at which it is permissible to raise pantographs.

Pantograph Sign



These signs are located on the west side of Track 12 at the High-Speed S&I facility and are erected 61 feet north of the AC Motor Stop Sign on the north end and 61 feet south of the AC Motor Stop Sign on the south end. Lowered pantographs are not to be raised until the cab side window on the appropriate end of a high-speed trainset is adjacent to these signs.

70-W1. SHOP or OUT-OF-SERVICE EQUIPMENT TAGS

Yard crews must be alert for and immediately advise the Yardmaster or Train Director when “Shop” or “Out-of-Service” tags are found on any equipment in train consists.

91-W1. CALLING SIGNALS IN WASHINGTON TERMINAL

1) **Road Operations (CP Avenue to CP Virginia, QN, F-Tower CSX)**

As soon as signals are clearly visible, a NORAC rules qualified employee in the operating cab must announce each signal name affecting their movement within the cab of the locomotive.

Example: “Train No. 19, Clear signal, south, 3 track at H Bridge”

2) **Yard Operations**

Upon initial movements within Washington Terminal where an interlocking or controlled point signal governing the move is clearly visible,

(a) The engineer must announce via radio permission to proceed, communicating train/ symbol number, signal indication, and track number.

(b) The conductor must acknowledge this transmission via radio or by hand signal. This requirement does not apply when the conductor is located in the operating cab.

Example: Conductor: “Amtrak YP711, Ok to proceed (direction), over.”

Engineer: “Amtrak YP711, Ok to proceed (direction), Track 26, on a(n) (signal name), over.”

Conductor: “Roger, YP711, (signal name), out.”

94-W1. PUSH-PULL TRAINS

Rule 94, part (b), does not apply within Washington Terminal.

98-W1. END OF TRACK INDICATORS

End of track indicators displaying two red lights are installed at the south end of Station Tracks 7 through 16 to indicate the end of track.
The two red lights are not signal aspects.

98-W2. WYE BRIDGE SWITCHING CENTER

Movements through Wye Bridge Switching Center are governed by the indications of fixed signals controlled by the Train Director, K Tower. Control of yard tracks and authority to occupy tracks in Ivy City Maintenance Facility or Coach Yard must be granted in accordance with SI 98-W3.
Wye Bridge Switching Center is not an Interlocking, however Interlocking Rules 600 through 616 govern operations at Wye Bridge Switching Center.
All southward movements on 51 Trk must clear southern limits of Wye Bridge Switching center (Sig No. 613) prior to reversing movements, unless otherwise instructed by the Train Director.

98-W3. CONTROL OF YARD TRACKS

1) **Coach Yard - Tracks 50, 51 and 52**
The Train Director, K Tower, is in charge of Coach Yard tracks 50, 51 and 52. Signal indication will be authority to occupy these tracks.

2) **Ivy City Maintenance Facility- Car Shop and Locomotive Servicing Tracks**
The Ivy City Maintenance Facility includes all tracks north of the southbound home signals at Wye Bridge Switching Center.
The following tracks within the Ivy City Maintenance Facility are designated Car Shop Repair and Locomotive Servicing Tracks.
Authority of the employee named must be obtained before any movement is made. Yardmaster may be contacted on channel 084-012 (WT-1). Mechanical personnel may be contacted on channel 069-016 (WT-002). High Speed Rail Foreman may be contacted on Yard Channel 001.

98-W3. CONTROL OF YARD TRACKS

TRACKS	CONTROLLED BY
Trks 1 & 2, Main Shop, between derail on south end to fouling point of switch (No. 904) connecting with Trk 3 at north end	Engine House Foreman
Loco Storage 1 & 2, Track 23 between fouling point of switch (No. 988) connecting with Track 19 at south end and fouling point of switch (No. 940) connecting with Trk 9 at north end	Motor Pit Foreman
Trks 9, 10, 11 & 12, within High-Speed Rail Building	High Speed Rail Foreman
Annex Building Trks 24, 25, 26, 27 between the fouling point of the 915 switch and fouling point of the 958 switch, 34, 35 and Turntable Trk	Diesel Pit Foreman
Trk 19, 36, 37	Yardmaster

TRACKS	CONTROLLED BY
All other Ivy City Maintenance Facility Trks	Employee who establishes blue signal protection; controlled by Yardmaster at other times

3) **Yardmaster**

The Yardmaster is in charge of movements on all other tracks in the Ivy City Maintenance Facility and Coach Yard. Crews who report for duty at Ivy City or Coach Yard or arrive at the Coach Yard from the Station, except Road VRE Crews, must contact the Yardmaster promptly for instructions. All Crews must contact the Yardmaster prior to occupying Short, East, or West legs of Wye.

Authority to occupy any yard track does not ensure that the track is clear of other movements or relieve employees from operating RESTRICTED SPEED.

98-W4. WEDGE YARD

Wedge Yard tracks are not equipped for AC electrical operation. All tracks are equipped with a derail at the south end.

All movements in to and out of Wedge Yard must contact the WT Yardmaster for permission. Movements within Wedge Yard are made under the direction of the MARC Supervisor on duty.

100-W2. COUPLING TO AMTRAK INSPECTION CAR 10001

Equipment must not couple to or butt knuckles with Amtrak Inspection Car 10001 while in WT Station tracks without permission of the Train Director, K Tower.

104-W1. NORMAL POSITION OF HAND-OPERATED SWITCHES

The following switches must be returned to normal position after any reverse movement.

- East Leg Spur switch No. 810
- West Wye Lead switch No. 824
- No. 968 switch leading from Ivy City Track 11 to Track C. *Switch must be locked when not in use.*

104-W1. NORMAL POSITION OF SWITCHES

Location	Switch Number	Normal Position
COACH YARD	East end of crossover (No. 824) from West Wye Lead to West Storage Lead	For West Storage Lead
	Switch (No. 810) leading from East Leg to East Leg Spur track	For East Leg
IVY CITY	Switch (No. 968) leading from Trk 11 to Trk C	For Trk 11
	Switch (No. 998) leading from Trk 25 to Trk 27, South of Annex Building	For Trk 27

Location	Switch Number	Normal Position
IVY CITY	Switch (No. 915) leading from Trk 27 to Trk 37, South of Annex Building	For Trk 27
	Switch (No. 999) leading from Trk 25 to Trk 26, South of Annex Building	For Trk 26

116-W1. SHOVING OR BACKING MOVEMENTS: WASHINGTON TERMINAL

1) **Operating From Other Than the Leading End with Passenger Equipment**

A back-up hose must be used when backing or shoving cars in Washington Terminal. **Exception:** Use of a back-up hose is not required when:

- Switching with 5 cars or less in Ivy City Maintenance Facility Shop tracks.
- Coach Yard
- Wye Bridge Switching Center

2) **Location of Engineer:**

The engineer must operate from the leading end of the movement when equipped with an operating compartment, cab car or properly pointed locomotive.

Exception: Engineer may operate from other than the leading end of the movement at Restricted Speed, not exceeding 15 MPH between:

- CP Avenue and CP Virginia
- Coach Yard and Ivy City Maintenance Facility
- Wye Bridge Switching Center

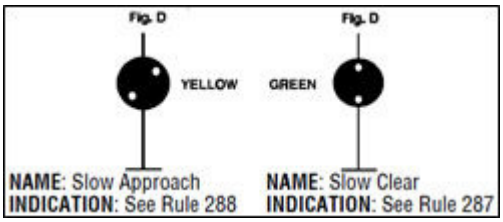
138-W1. ROAD CROSSINGS IN WT

Trains must not block any crossings for more than 5 minutes on the east and west legs of the WYE. Crossing must be cleared immediately for emergency vehicles.

277-W1. NON-CONFORMING ASPECTS

The signal aspects in Fig D, not in conformity with the typical aspects illustrated in the NORAC Operating Rules, are in service in Washington Terminal: (Except on Northward Signals at CP Avenue)

Non-Conforming Signal(s)

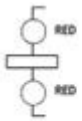


The following signal aspects illustrated in the NORAC Operating Rules will not apply in Washington Terminal, except on Northward Signals at CP Avenue: Rule 281, Fig. B (Clear) and Rule 285, Fig. B (Approach).

277-W2. NON-CONFORMING SIGNALS: FIRST STREET TUNNEL

The signal aspect shown, not in conformity with the typical aspects illustrated in the NORAC Operating Rules is in service in the First Street Tunnel for southbound numbered signals 1367 at MP 136.7.
The signal aspects illustrated in the NORAC Operating Rules for Rule 291 will not apply to signals 1367.

Non-Conforming Signals



NAME: Restricting
INDICATION: See Rule 290

550-W1. TRAIN NOT EQUIPPED WITH CAB SIGNALS

Trains without operative Cab Signals may operate on tracks where Cab Signal System rules are in effect. Restricted Speed applies and trains are governed by fixed signal indications.
This exception does not apply to trains en route to the PW Line.

585-W2. ACSES ENFORCEMENT OF INTERLOCKING AND CP SIGNALS FOR AMTRAK TRAINS

Before authorizing rule 241 for Amtrak equipment within the interlockings listed below on track(s) with more than a single interlocking signal, the train dispatcher must ensure the entire route is protected through the interlocking. Protection must be provided with either blocking devices or by route locking associated with signal indication.

Line	Interlocking
WT– K Tower	C Interlocking

594-W1. ENTERING PTC TRACK

The following tasks must be performed when entering PTC Track with an I-ETMS Equipped train. Note: Track file linkage is complete between Amtrak and CSX at Washington Terminal.

1) **From Non-PTC Track:**

   (a) Train should be located within 1,500 feet of main track authority limit or signal governing movement onto PTC track.

   (b) Operating not exceeding MAS or 15 MPH, whichever is less.

   (c) Select current track location (Unless otherwise restricted, train speed may be increased immediately after track selection).

   (d) Track Selection must be made prior to entering PTC Track, unless modified by railroad operating rules:

      1) **Washington Union Station:** Northbound trains departing Washington Union Station must select track location before passing Signal Bridge “J” on all tracks.

613-W1. MOVEMENT OVER DERAILS

All split rail derails in Washington Terminal are self-restoring, except for the split rail derail located on the south end of the Fumigation Track (Switch 620B).

Movements not governed by signal indication over derails located at the south ends of Station Tracks 22 through 29 must not be made without permission of the Train Director. This permission must include verification that derails are in proper position.
Before giving permission, the Train Director must confirm by model board indication that derails involved are in reverse (running) position and locked. When such situations are anticipated, the Train Director should throw and lock derails prior to initial movement over them. If position of derails cannot be confirmed, the Train Director must not give permission until train crew has verified that derails are in proper position for movement. After movements over derails are completed, the Train Director must return switch controls to the “NX” position to permit derails to restore.

706-W1. RADIO CHANNELS

- All Amtrak, VRE, MARC, CSX or other trains operating within Washington Terminal must have radios tuned to channel 054-054 unless otherwise directed.
- Amtrak Yard crews operating exclusively within the limits of Washington Terminal must be tuned to Yard 001, channel 084-012.
- All trains operating through the First Street Tunnel must use radio channel 054-054. Northbound trains must change to 054-054 prior to entering the South Portal of First Street Tunnel. Southbound trains must remain on radio channel 054-054 until entire train is clear of the limits of the First Street Tunnel at the South Portal.
  Amtrak K-Tower and Washington Control Center monitor channels 054-054 and 084-012. Amtrak Coach Yard Yardmaster monitors channel 084-012.

716-W1. USE OF TELEPHONES FOR EMPLOYEES INVOLVED IN MAIN TRACK AUTHORITIES AND MANDATORY DIRECTIVES

In the application of 716-S1 a railroad approved telephone must be used in lieu of radio communications to obtain or release track authorities or to copy mandatory directives where radio communication is either:

- Not Possible (e.g., in the First Street Tunnel), or
- Impractical (e.g., due to excessive length and safety critical nature of the transmission and a high volume of safety critical information being transmitted by other crews/work groups), or
- Compromised (e.g., interrupted or “stepped on” by other radio transmissions).

The designated alternate communication method must be communicated and agreed to by all crew/work group members in a safety briefing.

1) There must be a clear announcement on the primary working radio channel (Yard 1, 84-12) to notify all crew or work team members that a change of authority or new written directive is going to be copied using the designated alternate method, stating the reason for the change of method.

2) Immediately after obtaining main track authorities or copying a mandatory directive, all crew members must again be notified on the primary working radio channel (Yard 1, 84-12) of the change of working conditions and participate in a job briefing to properly disseminate information from that communication.

900-W1. DISPATCHER

Where the Operating Rules refer to Dispatchers or Operators, such references will apply to the Train Director or Assistant Train Director K Tower.

900-W1. DISPATCHERS: ASSIGNED TERRITORIES

Phone numbers can be found in System Special Instruction 714-S1.

DISPATCHERS: ASSIGNED TERRITORIES

DISPATCHER	TERRITORY
K Tower	CP Avenue (exclusive) to CP Virginia (exclusive)

902-W1. FORM D'S CP VIRGINIA

- Prior to issuing a Form D at CP Virginia, the Train Director at K Tower must request blocking device protection from the CSX Dispatcher.
- The Train Director must record the name of the CSX Dispatcher involved and the time the blocking devices are applied and removed.
- The CSX Dispatcher controlling CP Virginia will not be required to copy Form D Line 4 when the Line 4 limits extend to CP Virginia.

940-W1 & 950-W1. WT YARD CONDUCTORS AND ENGINEERS

- Yard Conductors and Engineers are required to report to the Foreman on duty at the Ivy City Annex Facility (Motor and Diesel Pit) for movement instruction in the facility on arrival. The crew must then promptly contact the Train Director at K Tower to report completion of the assigned task. If there is no equipment ready for movement to the station, the Train Director will instruct the crew on how to proceed back to the station or complete other tasks.
- It is prohibited for Yard Conductors and Engineers to self-dispatch on the shuttle bus or otherwise depart the Annex Facility without permission of the Train Director.
- If instructed to wait for locomotives, it is their responsibility to maintain contact/communication with the Train Director. Yard Conductors and Engineers must report the time that that they arrive on the locomotive(s) and any impediments that would prevent their movement such as blue flags applied to the locomotive or other equipment blocking their route to the Train Director.

940-W2 & 950-W2. HSR JOBS

- Yard Conductors and Engineers working the HSR job are required to report to the General Foreman on duty at Ivy City Rail Facility for instructions on arrival. If there is no equipment ready for movement, the crew must maintain contact/communication with the General Foreman on duty for further instructions.
- It is prohibited for them to self-dispatch on the shuttle bus or otherwise depart the High-Speed Rail Facility without the permission from the High-Speed Rail Foreman on duty.

940-W3. CONDUCTORS & ASSISTANT CONDUCTORS – RESPONSIBILITIES INVOLVING EXTERIOR DOOR OPERATION

Crew Duties

To facilitate the operational safety of employees and customers, Amtrak crews must comply with the requirements of Amtrak's Service Standards Manual and applicable Amtrak Employee Safety Rulebook rules in effect.

All passenger crews operating on Amtrak-Controlled Territory must adhere to the following:

Operation

- Unless otherwise delegated to another crew member during an initial or subsequent job briefing, the conductor will be responsible for exterior door operation.
- The movement of in-service passenger equipment with an open or unsecured exterior passenger car door is prohibited.
- Damaged or malfunctioning side doors must be secured closed and locked out from use. *If more than one door on the same car is locked out, that car may not be occupied for passenger service.*
- Crews may not permit passengers to occupy the vestibules with them, while the train is preparing for departure, or a station stop.
- Passenger trains in operation with an open door must stop in a manner consistent with safe train handling and ensure all exterior doors are properly secured closed before resuming movement.

For purposes of this instruction, the term "in-service" means passenger equipment released from inspection in good working order and is suitable for passenger occupancy, whether occupied or not.

Arrivals

- Upon arrival at a station, after the train has stopped, the designated crew member must open their door locally and determine that all doors intended to be opened are appropriately platformed, before keying open any other doors.
- Traps must remain latched and closed until the train comes to a complete stop on the platform.
- If spotting of the train is required, crews should adhere to proper station stop markers for their equipment type. If no markers are present, the designated employee must spot the train through use of the exterior door window, or the train must stop prior to the appropriate platform location so that the designated crew member may convey the distance to be operated; then close the door to proceed, unless a bi-level (top and bottom or "Dutch door") is available for use. Then, the bottom portion of the door must remain closed while spotting the train.
- Engineers must be vigilant in their inspection of platforms as they approach station locations, to provide for passenger and employee safety.

Departures

Prior to station departures the conductor or designated crew member must ensure from their local door that all passengers are safely on board the train or on the platform and that all other exterior doors are closed. Once the local door is also closed, permission to proceed may be granted.

952-W1. MARC INSPECTION REPORTS AND FORMS

Engineers operating MARC Commuter trains on the Northeast Corridor may accept the locomotive calendar day inspection, air brake test and cab signal test as noted on prescribed MARC forms. Amtrak's MAP 100 or MARC's ECR 100 will be used for noting any defects as well as ensuring safety seals have been applied and numbers properly noted.

MAIN LINE - PHILADELPHIA TO HARRISBURG (PH)

PH Line Station Page

STATIONS		MP	INT	IS	PS	NOTES
PENN	**R**-CETC 5 TD (ML-Philadelphia to Washington) (Penn Coach Yard, Race St. Engine House, No. 5 & No. 11 Running Tracks	1.0	X	…	…	11
ZOO	(ML-New York to Philadelphia) (Main Line-SEPTA)	2.3	X	X	...	6
STILES	**R**-Zoo	3.5	X	...	...	1
VALLEY	**R**-Overbrook (Ivy Ridge-SEPTA)	4.0	X	...	...	5
PAXON	**R**-Zoo	4.1	X	...	...	10
WOODBINE	**R**-Zoo	5.1	X	...	...	...
OVERBROOK		5.4	X	X	X	4, 13
MERION		6.0	...	...	X	...
NARBERTH		6.8	...	...	X	...
WYNNEWOOD		7.5	...	...	X	...
ARDMORE		8.5	...	...	X	...
HAVERFORD		9.1	...	...	X	...
BRYN MAWR	**R**-Paoli	10.1	X	...	X	14
ROSEMONT		10.9	...	...	X	...
VILLANOVA		12.0	...	...	X	...
RADNOR		13.0	...	...	X	...
ST. DAVIDS		13.8	...	...	X	...
WAYNE		14.5	...	...	X	...
STRAFFORD		15.4	...	...	X	...
DEVON		16.5	...	...	X	...
BERWYN		17.5	...	...	X	...
DAYLESFORD		18.6	...	...	X	...
PAOLI		19.9	X	X	X	16
MALVERN		21.6	...	...	X	...
FRAZER	**R**-Thorn	23.9	X	...	...	9, 15

STATIONS		MP	INT	IS	PS	NOTES
GLEN	**R**-Thorn (Dale Secondary Trk., NS)	25.3	X	...	...	1
EXTON		27.5	...	...	X	...
WHITFORD		28.3	...	...	X	...
DOWNS	**R**-Thorn	32.1	X	...	...	...
DOWNINGTOWN		32.4	...	...	X	...
THORN		35.1	X	X	...	4
THORNDALE		35.3	...	...	X	...
CALN	**R**-See SI 900-G1 (Coatesville Station Bypass)	36.6	X	...	...	2, 18
COATESVILLE		38.4	...	...	X	...
PARKESBURG		44.2	...	...	X	...
PARK	**R**-See SI 900-G1	46.3	X	...	...	10
GAP		51.2	...	...	...	...
LEAMAN	**R**-See SI 900-G1 (Strasburg R.R.)	57.0	X	...	...	17
HOLLAND	**R**-See SI 900-G1 (New Holland Sec. Trk, NS)	66.1	X	...	...	8, 10
CONESTOGA	**R**-See SI 900-G1	67.7	X	...	...	12
LANCASTER		68.0	...	...	X	...
CORK	**R**-See SI 900-G1 (Columbia Sec. Trk., NS)	68.1	X	...	...	4, 10
LITITZ	**R**-See SI 900-G1 (Lititz Sec. Trk, NS)	70.1	X	...	...	7, 10
MOUNT JOY		80.1	...	...	X	...
FLORIN		80.7	...	...	...	...
RHEEMS	**R**-See SI 900-G1	83.4	X	...	...	10
ELIZABETHTOWN		86.8	...	...	X	...
ROY	**R**-See SI 900-G1 (Royalton Branch, NS)	94.3	X	...	...	10
MIDDLETOWN		95.3	...	...	X	...
STATE	**R**-See SI 900-G1 (Market St. Running Trk)	104.6	X	...	...	3, 12

STATIONS		MP	INT	IS	PS	NOTES
HARRISBURG		104.6	...	...	X	…
DIVISION POST	(Harrisburg Div.)	105.2	...	...	...	...
The PH Line extends to the PW Line at Penn. Mile Posts are numbered from 30th Street Station.						
The direction from Penn to Division Post is Westward.						
Note 1: Interlocking Rules apply on Nos. 2 & 4 tracks only.						
Note 2: Interlocking Rules apply on Nos. 1 & 2 tracks only.						
Note 3: Market St. Running Track between State & End of Track, under the direction of the Train Dispatcher. (See SI 900-G1).						
Note 4: Amtrak Road Radio Channel 035-035 in service.						
Note 5: Interlocking Rules apply on Nos. 1 and 2 Trks only.						
Note 6: In service as an Int Station with Amtrak Road Radio Channels 035-035 & 054-054.						
Note 7: Interlocking Rules apply on No. 2 & NS Lititz Secondary tracks only.						
Note 8: Interlocking rules apply to No. 2 & New Holland Secondary tracks only.						
Note 9: Equipped with Dual Control Switches.						
Note 10: Equipped with moveable point frogs. See SI 80-S1.						
Note 11: Equipped with slip switches. See SI 80-S1.						
Note 12: Tracks 5, 8, and 9 are governed by Rule 98 from the eastward Interlocking Signal to end of track. Interlocking Rules apply on Track 14 (Wye) to the end of track.						
Note 13: On No.4 track, the signal pocket between the 6L and 10R is 678.2 feet. On No.1 track, the signal pocket between the 16L and 18R is 699.8 feet.						
Note 14: On No. 4 track, the signal pocket between the 4AE and 4AW is 566.1 feet.						
Note 15: On the Middle track, the signal pocket between the 8E and 8W is 669.3 feet.						
Note 16: Stub end 2 and 3 Storage tracks, 990 feet between the signals and end of track.						
Note 17: Interlocking equipped with spring frogs. See SI 815-S4.						
Note 18: No. 2 Running Track (Coatesville Station Bypass) between MP 39.2 and Caln Interlocking is under the direction of Section C TD.						

240-G1. SIGNAL RULES and CURRENT OF TRAFFIC

251: On tracks where Rule 251 is in effect, the letter in parentheses ( ) denotes the current of traffic: E=East, W=West, N=North, S=South. ABS Rules and CSS Rules 550 through 561 are in effect for movements with the current of traffic. Non-Signaled DCS Rules are in effect for movements against the current of traffic.
261: On Trks where Rule 261 is in effect, ABS Rules & CSS Rules 550-561 are in effect for movements in both directions.

562: On tracks where Rule 562 is in effect, Rule 261, ABS Rules, and CSS Rules 550 through 563 (except Rules 554 and 556), are in effect for movements in both directions.
Int: Indicates interlocking rules are in effect.
PTC Rules: PTC Rules 580-590 and all ACSES/ I-ETMS Special Instructions are in effect for movements in both directions between Glenn and State.

240-G1. SIGNAL RULES and CURRENT OF TRAFFIC

Locations	Tracks from North to South				
	4	3	2	1	Notes
Penn (Connection with PW Line) and 44th St	Int	...	...	Int	1
Eastern Limits Zoo (Connection with ML-SEPTA) & 38th St	Int	...	...	Int	1, 2
36th St. & 44th St	...	...	Int	...	3
Connection with No. 3 trk NYP Line at Girard Int & Connection with No. 4 trk (Zoo Int) at 44th St.	...	...	...	...	4
Zoo & Overbrook	...	...	...	261	5
Zoo (44th St) & Stiles	...	...	Int	...	3
Stiles & Overbrook	Int	...	261	...	8
Overbrook & Paoli	251(W)	261	251(E)	251(E)	...
Paoli & Frazer	261	...	...	261	...
Frazer & Glen	251(W)	…	…	…	...
Frazer & Downs	…	…	…	251(E)	…
Glen & Downs	251(W)	...	261	…	...
Downs & Thorn	251(W)	…	251(E)	251(E)	7
Thorn & Caln	...	…	562	562	7
Thorn & Park	562	...	...	...	...
Park & Leaman	562	...	...	...	...
Caln & Park	...	...	...	562	...
Park & Conestoga	...	...	...	562	...
Leaman & Holland	562	...	...	...	...
Holland & Lititz	...	...	Int	...	3
Conestoga & Cork	...	...	...	Int	9
Conestoga & Cork: **No.7 track**	Int				10
Cork & Rheems	...	...	...	562	...
Lititz & Rheems	...	...	562	...	...

Locations	Tracks from North to South				
	4	3	2	1	Notes
Rheems & State	...	...	562	562	6, 11
Note 1: CSS Rules in effect on No. 1 trk for eastward movements & on No. 4 trk for westward movements.					
Note 2: CSS Rules in effect on No. 4 trk for eastward movements.					
Note 3: CSS Rules in effect on No. 2 trk for movements in both directions.					
Note 4: Int & CSS Rules in effect on New York & Pittsburgh Subway trk for movements in both directions, Girard Int to Zoo Int. Controlled by Zoo.					
Note 5: CSS Rules in effect on No. 1 trk for eastward movements only.					
Note 6: CSS Rules in effect on Nos. 4, 6, and 7 tracks within State Int for movements in both directions					
Note 7: Within Thorn Int trks are designated Nos. 4, 6, 5, 2 & 1.					
Note 8: CSS Rules in effect on No. 4 trk for movements in both directions.					
Note 9: CSS Rules in effect on No. 1 trk for movements in both directions.					
Note 10: CSS Rules in effect in both directions.					
Note 11: ACSES Positive Stop not enforced on the 7E Signal at State.					

37-G1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in bold type are speed restrictions. *Maximum equipment speeds listed in SI 37-S5 must not be exceede*d.
Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.

37-G1. PASSENGER TRAINS SPEEDS

PASSENGER TRAIN TYPE “A” , “B”, "C" & "D" SPEEDS																
Between/At	Train Type “A”				Train Type “B”				Train Type “C”				Train Type “D”			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
Penn (Connection with PW Line) & 38th St.	30	…	…	30	30	…	…	30	30	…	…	30	30	…	…	30
38th St, to/ from ML-SEPTA	50	…	…	50	50	…	…	50	50	…	…	50	50	…	…	50

PASSENGER TRAIN TYPE “A” , “B”, "C" & "D" SPEEDS																
Between/At	**Train Type “A”**				**Train Type “B”**				**Train Type “C”**				**Train Type “D”**			
	Track Nos.				**Track Nos.**				**Track Nos.**				**Track Nos.**			
	4	**3**	**2**	**1**	**4**	**3**	**2**	**1**	**4**	**3**	**2**	**1**	**4**	**3**	**2**	**1**
38th St & MP 3	50	…	…	50	50	…	…	50	50	…	…	50	50	…	…	50
36th St & MP 3	…	…	30	…	…	…	30	…	…	…	30	…	…	…	30	…
Zoo: New York - Pitts Subway	15															
MP 3 & Western Limits Zoo	30	...	30	30	30	...	30	30	30	...	30	30	30	...	30	30
West Limits Zoo & West Limits Valley	...	...	60	60	...	...	60	60	...	...	60	60	...	...	60	60
West Limits Valley & East Limits Overbrook	...	...	60	65	...	...	60	65	...	...	60	65	...	...	60	65
Stiles & East Limits Overbrook	60	...	...	...	60	...	...	...	60	...	...	...	60	...	...	...
Within Overbrook Int.	70	30	50	65	70	30	50	65	70	30	50	65	70	30	50	65
West Limits Overbrook & East Limits Paoli Int.	70	80	80	70	70	80	80	70	70	80	80	70	70	80	80	70
Cv Between Merion & Narberth	**60**	**75**	**75**	**60**	**60**	**75**	**75**	**60**	**60**	**65**	**65**	**60**	**60**	**65**	**65**	**60**

PASSENGER TRAIN TYPE "A" , "B", "C" & "D" SPEEDS																
Between/At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
Cv East of St. Davids (MP13.45 - 13.65)	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	...	...	...	...	...	...	...	...
Cv West of Devon	**65**	**70**	**70**	**65**	**65**	**70**	**70**	**65**	...	...	...	...	...	...	...	...
Cv East of Berwyn	**50**	**50**	**50**	**50**	**50**	**50**	**50**	**50**	...	...	...	...	...	...	...	...
Cv East of Rosemont	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**75**	**75**	**...**	**...**	**75**	**75**	**...**
Cv West of Rosemont	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**75**	**75**	**...**	**...**	**75**	**75**	**...**
Cv at Radnor	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**75**	**75**	**...**	**...**	**75**	**75**	**...**
Cv East of St. David's (MP13.45 - 13.65)	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**
Cv West of Devon	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**65**	**70**	**70**	**65**	**65**	**70**	**70**	**65**
Cv East of Berwyn	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**50**	**50**	**50**	**50**	**50**	**50**	**50**	**50**
Within Paoli Int.	**65**	**30**	**30**	**60**	**65**	**30**	**30**	**60**	**65**	**30**	**30**	**60**	**65**	**30**	**30**	**60**
West Limits Paoli & Glen	90	...	...	90	90	...	...	90	90	...	...	90	90	...	...	90
West Limits of Paoli & MP 20.3	**65**	**...**	**...**	**...**	**65**	**...**	**...**	**...**	**65**	**...**	**...**	**...**	**65**	**...**	**...**	**...**
First 3 Cvs West of MP 21	**75**	**...**	**...**	**75**	**75**	**...**	**...**	**75**	**75**	**...**	**...**	**75**	**75**	**...**	**...**	**75**

PASSENGER TRAIN TYPE "A" , "B", "C" & "D" SPEEDS																
Between/At	**Train Type "A"**				**Train Type "B"**				**Train Type "C"**				**Train Type "D"**			
	Track Nos.				**Track Nos.**				**Track Nos.**				**Track Nos.**			
	4	**3**	**2**	**1**	**4**	**3**	**2**	**1**	**4**	**3**	**2**	**1**	**4**	**3**	**2**	**1**
Glen and Downs	90	...	30	90	90	...	30	90	90	...	30	90	90	...	30	90
First and Second Cvs West of Signal 295	**60**	**...**	**...**	**60**	**60**	**...**	**...**	**60**	**60**	**...**	**...**	**60**	**60**	**...**	**...**	**60**
Downs & West Limits Thorn	90	...	30	90	90	...	30	90	90	...	30	90	90	...	30	90
Within Thorn Int.	**...**	**...**	**15**	**...**	**...**	**...**	**15**	**...**	**...**	**...**	**15**	**...**	**...**	**...**	**15**	**...**
Within Thorn Int.: No. 5 Track	**10**															
Within Thorn Int.: No. 6 Track	**10**															
West Limits Thorn & West Limits Caln	90	...	30	90	90	...	30	90	90	...	30	90	90	...	30	90
West Limits Caln & Signal 44.3	90	...	...	90	90	...	...	90	90	...	...	90	90	...	...	90
Signal 44.3 & MP 50	110	...	...	110	110	...	...	110	110	...	...	110	90	...	...	90
Cv West of MP 47	**80**	**...**	**...**	**80**	**80**	**...**	**...**	**80**	**80**	...	...	**80**	**80**	...	...	**80**
Cvs between MP 48 & MP 50	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**100**	**...**	**...**	**100**	**...**	**...**	**...**	**...**

PASSENGER TRAIN TYPE "A" , "B", "C" & "D" SPEEDS																
Between/At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
MP 50 & MP 54	90	...	...	90	90	...	...	90	90	...	...	90	90	...	...	90
Cv East of Gap	**80**	**...**	**...**	**80**	**80**	**...**	**...**	**80**	**80**	**...**	**...**	**80**	**80**	**...**	**...**	**80**
Cv at Gap	**55**	**...**	**...**	**55**	**55**	**...**	**...**	**55**	**55**	**...**	**...**	**55**	**55**	**...**	**...**	**55**
Cv West of Gap	**55**	**...**	**...**	**55**	**55**	**...**	**...**	**55**	**55**	**...**	**...**	**55**	**55**	**...**	**...**	**55**
Cv at MP 53	**80**	**...**	**...**	**80**	**80**	**...**	**...**	**80**	**80**	**...**	**...**	**80**	**80**	**...**	**...**	**80**
MP 54 & MP 63	110	...	...	110	110	...	...	110	105	...	...	105	90	...	...	90
Cv at MP 56	**105**	**...**	**...**	**...**	**105**	**...**	**...**	**...**	95	...	...	...	...	...	...	...
Cv MP 57.4 & MP 57.6	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**
Cv East of MP 59	**100**	**...**	**...**	**100**	**100**	**...**	**...**	**100**	**95**	**...**	**...**	**95**	**...**	**...**	**...**	**...**
Cv MP 59.6 & MP 59.7	**105**	**...**	**...**	**105**	**105**	**...**	**...**	**105**	**100**	**...**	**...**	**...**	**...**	**...**	**...**	**...**
Cv West of MP 60	**85**	**...**	**...**	**85**	**85**	**...**	**...**	**85**	**80**	**...**	**...**	**80**	**80**	**...**	**...**	**80**
Cv West of MP 61	**85**	**...**	**...**	**85**	**85**	**...**	**...**	**85**	**80**	**...**	**...**	**80**	**80**	**...**	**...**	**80**
MP 63 & E. Limits Holland Int.	110	...	...	...	110	...	...	...	110	...	...	...	90	...	...	...
MP 63 & MP 66	...	...	...	110	...	...	...	110	...	...	...	110	...	...	...	90
Cv MP 63.6 & MP 63.8	**105**	**...**	**...**	**...**	**105**	**...**	**...**	**...**	**95**	**...**	**...**	**...**	**...**	**...**	**...**	**...**

PASSENGER TRAIN TYPE "A" , "B", "C" & "D" SPEEDS																
Between/At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
East Limits Holland Int. & West Limits Lititz Int.	...	...	60	...	...	...	60	...	...	...	60	...	...	...	60	...
MP 66 & MP 70	...	...	...	60	...	...	...	60	...	...	...	60	...	...	...	60
Conestoga and Cork: No. 7 Track	30															
West Limits Lititz & MP 78	...	...	105	...	...	...	105	...	...	...	95	...	...	...	90	...
MP 70 & MP 78	...	...	...	105	...	...	...	105	...	...	...	90	...	...	...	90
Cv MP 77.1 & MP 77.3	**...**	**...**	**...**	**100**	**...**	**...**	**...**	**100**	...	...	...	...	...	...	...	...
Cv MP 77.6 & MP 77.8	**...**	**...**	**100**	**100**	**...**	**...**	**100**	**100**	...	...	...	...	...	...	...	...
MP 78 & MP 84	...	...	110	110	...	...	110	110	...	...	110	110	...	...	90	90
Cv MP 81.5 & MP 82.1	**...**	**...**	**100**	**100**	**...**	**...**	**100**	**100**	**...**	**...**	**100**	**100**	**...**	**...**	**...**	**...**
MP 84 & Roy Int.	...	...	100	100	...	...	100	100	...	...	100	100	...	...	90	90
Cv MP 84.7 & MP 85.4	**...**	**...**	**85**	**85**	**...**	**...**	**85**	**85**	**...**	**...**	**80**	**80**	**...**	**...**	**80**	**80**
Cv MP 85.9 & MP 86.2	**...**	**...**	**85**	**85**	**...**	**...**	**85**	**85**	**...**	**...**	**80**	**80**	**...**	**...**	**80**	**70**
Cv MP 90.8 & MP 91.2	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**...**	**95**	**...**	**...**	**...**	**...**

PASSENGER TRAIN TYPE "A" , "B", "C" & "D" SPEEDS																
Between/At	**Train Type "A"**				**Train Type "B"**				**Train Type "C"**				**Train Type "D"**			
	Track Nos.				**Track Nos.**				**Track Nos.**				**Track Nos.**			
	4	**3**	**2**	**1**	**4**	**3**	**2**	**1**	**4**	**3**	**2**	**1**	**4**	**3**	**2**	**1**
Cv MP 92.9 & MP 93.5	**...**	**...**	**85**	**85**	**...**	**...**	**85**	**85**	**...**	**...**	**80**	**80**	**...**	**...**	**80**	**80**
Cv MP 93.5 & MP 94.0	**...**	**...**	**95**	**95**	**...**	**...**	**95**	**95**	**...**	**...**	**90**	**90**	**...**	**...**	**...**	**...**
Roy & E. Limits State Int.	...	...	110	110	...	...	110	110	...	...	110	110	...	...	90	90
Cv East of Middletown	**...**	**...**	**80**	**80**	**...**	**...**	**80**	**80**	**...**	**...**	**80**	**80**	**...**	**...**	**80**	**80**
Cv East of MP 96	...	...	...	...	...	...	...	...	…	…	…	105	…	…	…	…
Cv MP 97	**...**	**...**	**...**	**105**	**...**	**...**	**...**	**105**	**...**	**...**	**...**	**100**	**...**	**...**	**...**	**...**
Cv West of MP 102	**...**	**...**	**...**	**105**	**...**	**...**	**...**	**105**	**...**	**...**	**...**	**100**	**...**	**...**	**...**	**...**
MP 103.3 & E. Limits State Int	**...**	**...**	**70**	**70**	**...**	**...**	**70**	**70**	**...**	**...**	**70**	**70**	**...**	**...**	**70**	**70**
E. Limits State Int & OH Bridge MP 104.3																
Tracks 6&7	60								50							
All Other Tracks	15								15							
OH Bridge MP 104.3 & west end of Station Platforms																
Tracks 4,6 & 7	30								30				15			
All Other Tracks	15								15							
West End of Station Platforms & Division Post																
All Tracks	15								15							

37-G1. FREIGHT TRAINS SPEEDS

FREIGHT TRAIN TYPE "E" SPEEDS				
Between/At	**Tracks**			
	No. 4	**No. 3**	**No. 2**	**No. 1**
Penn (Connection with PW Line) & 38th St	10	...	…	10
38th St & Western Limits Zoo	20	…	…	20
36th St & Western Limits Zoo	…	…	20	…
Zoo: New York-Pitts. Subway	10			
MP 3 & West Limits Zoo	20	...	20	20
West Limits Zoo & East Limits Overbrook	20	...	30	20
Within Overbrook Int.	20	20	20	20
West Limits Overbrook & MP 7	35	25	25	25
MP 7 & MP 12	35	30	30	30
MP 12 & Devon	40	35	35	35
Devon & East Limits Paoli Int.	40	40	40	40
Within Paoli Int.	20	20	20	20
West Limits Paoli & Glen	40	...	...	50
West Limits of Paoli & MP 20.3	**20**	**…**	**…**	**…**
Glen & Downs	50	...	25	50
First & Second Cvs west of Signal 295	**40**	**...**	**...**	**40**
Downs & West Limits Thorn	50	...	25	50
Within Thorn Int.	**...**	**…**	**10**	**...**
Within Thorn Int. No. 5 Track	10			
Within Thorn Int. No. 6 Track	**10**			
West Limits Thorn & Caln	50	...	10	40
Caln & MP 63	50	...	...	50
Cv at Gap	**40**	**...**	**...**	**40**
Cv west of Gap	**40**	**...**	**...**	**40**
MP 63 & MP 66	40	...	...	50
MP 66 & East Limits Conestoga	...	...	40	30
East Limits Conestoga & West Limits of Cork	...	...	20	20
Conestoga & Cork No. 7 Track	30			

FREIGHT TRAIN TYPE "E" SPEEDS				
Between/At	Tracks			
	No. 4	No. 3	No. 2	No. 1
West Limits Cork & Roy	...	...	40	40
Roy & State	...	...	40	45
Limits Roy Int (Single Track)	30			
East Limits State Int & Division Post	10			

36-G1. MP 62.0 and MP 74.0

Throttle/Power effort must not exceed 15,000klbs on Keystone trains that have an ACS-64 on each end operating on:

- No. 4 trk between MP 62.0 and Holland
- No. 2 trk between Holland and MP 74.0

37-G2. SPEEDOMETER CHECKING-MEASURED MILES

The distance between the sets of Mile Posts listed below is a measured mile. White marker posts are installed on both sides of the track at these locations.

Measured Miles

MP 9 - MP 10
MP 14 - MP 15
MP 24 - MP 25
MP 41 - MP 42
MP 88 - MP 89
MP 100 - MP 101

37-G3. MAXIMUM SPEEDS, OTHER TRACKS

Other Tracks

Location	Track(s)	Restricted Speed not exceeding
West of Zoo Int.	No. 4 Storage Track	5 MPH
Between Conestoga & MP 66.8	Tail Track	10 MPH
State	East Leg of Wye	5 MPH
State	No. 5, 8 and 9 Tracks	15 MPH

Location	Track(s)	Restricted Speed not exceeding
All Yard Tracks, Industrial Tracks and Public Delivery Tracks connected with Amtrak Main or Running Tracks		10 MPH

37-G4. WRECK and WIRE TRAINS

Between:	Wire Train	Boom Trailing	Boom Forward
		Miles Per Hour	
		Wreck	Wreck
Zoo & Paoli	50	40	30
Paoli & MP 44	40	40	40
MP 44 & Division Post MP 105.2	50	40	30
Where speed of freight trains is slower than the speeds listed, the freight train speed must not be exceeded.			

37-G5. PASSENGER TRAINS WITH NON-PASSENGER CARRYING CARS IN CONSIST

The terms "mixed consist train", "passenger carrying car", and "non-passenger carrying car" are defined in AMT-3.

A **Mixed Consist Trains of 14 cars or Less:** Mixed consist trains of 14 cars or less may operate at passenger train speeds when they have at least one passenger carrying car for each non-passenger carrying car in consist. Mixed consist trains of 14 cars or less that do NOT have at least one passenger carrying car for each non-passenger carrying car, may operate at passenger train speeds, not exceeding the additional speed restrictions shown in item (D) below.

B **Mixed Consist Trains of 15 Cars or More:** Mixed consist trains of 15 cars or more may operate at passenger train speeds, not exceeding the additional speed restrictions shown in item (D) below, when their consist includes:

1) At least 4 Amfleet, Horizon, Viewliner, or Heritage sleeper cars, AND

2) No more than 15 of the following cars in consist: 1500 series MHC cars, or 1000 or 1200 series baggage cars, AND

3) No more than a total of 30 cars.

Mixed consist trains that do not meet the above requirements must operate at freight train speeds.

C **Trains Consisting Exclusively of Non-Passenger Carrying Cars:** Trains consisting exclusively of non-passenger carrying cars may operate at passenger train speeds, not exceeding the additional speed restrictions shown in item (D) below, when their consist includes:

1) No more than 10 of the following cars in consist: 1500 series MHC cars, or 1000 or 1200 series baggage cars, AND

2) No more than a total of 25 cars.

Trains consisting exclusively of non-passenger carrying cars that do not meet the above requirements must operate at freight train speeds.

D

Additional Speed Restrictions for Trains Referenced in Sections “A” through “C”.

Between/At	Tracks	
	No. 4	No. 1
38th St & MP 3	40	...
West Limits Zoo & West Limits Valley	...	50
Stiles & East Limits Overbrook	50	...
Within Overbrook Int.	60	...
West Limits Paoli & Glen	70	85
Glen & Downs	85	...
West Limits Cork & MP 73	...	80
Roy & State	...	85

40-G1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum height of the engines and equipment that may be operated.
Engine and equipment dimension specifications are assigned in S.I. 37-S5 for equipment authorized to operate on the NEC.

Notes shown in parentheses in the location column are defined at the end of the table.

Engine and Equipment Restrictions

Location	Tracks				
	4	3	2	1	Other
Penn & 38th St.	5	…	…	5	5
38TH St & Overbrook (a)	4	...	5	2	...
N.Y.&P. Subway-Zoo	...	...	...	...	4
Overbrook & Paoli (b)	4	5	5	4	...
Paoli & Glen	5	...	...	5	...
Glen & Downs	6	...	6	6	...
Downs & Thorn	6	...	6	6	...
Thorn & Park	6	...	6	6	...
Park & Cork	6	...	...	6	...
Cork & Roy	...	...	6	6	...
Roy & State	...	...	5	5	...

Location	Tracks				
	4	3	2	1	Other
Roy & State, Via Royalton Br.	...	...	...	...	6
Harrisburg: Station Trks 5, 6, 7, 8 (c)	5	5	5	5	5
Note (a): Crews are limited to using 1 (one) locomotive when switching on the WBY Trk.					
Note (b): SEPTA Engine 70 (2GS14B) is prohibited from operating on Track 4 past the high platform at Overbrook Station but may operate all other locations as permitted by Equipment Dimension 3.					
Note (c): HST II (Acela 21) is prohibited from operating on the Wye Trk.					

41-G1. NS TRACK GEOMETRY CARS

Norfolk Southern Track Geometry Cars Nos. 31, 33(1), 34 and 48 are cars that must be pulled by an engine with a maximum speed of 50 MPH.
Because of clearance concerns, movement must be made at Restricted Speed while passing high-level station platforms, and these cars may operate only on the following routes:

Location	Acceptable Routes
Cork-Thorn	Trks 1 & 4 (2 Trk within Cork Int)
Thorn-Downs	Trks 2 & 4
Downs-Glen	Trks 2 & 4
Note 1: Car No. 33 is prohibited from passing high level platforms, except for the mini high platform on No. 4 track at Thorndale, and the mini high platforms at Exton.	

41-G2. CARS EXCEEDING 263,000 POUNDS

NS Trains containing cars with gross weight not exceeding 286,000 pounds may operate over the following line segments:

- Cork to Roy - All tracks
- Frazer to MP 40 - All tracks

43-G1. CLOSE EQUIPMENT CLEARANCE: 42ND STREET OVERHEAD BRIDGE

Due to close overhead clearance, the Brown Hoist and Speno Ballast Cleaning Equipment and track sweepers must not be moved on No. 1 track under 42nd St. OH Br.

43-G2. CLOSE CLEARANCE: EMPLOYEES

Close Clearance Locations

LOCATION	NOTES
Bryn Mawr	Caution must be exercised at the west end of No. 4 track due to close clearance with partial high-level platform.

LOCATION	NOTES
Exton	Caution must be exercised at the west end of No. 4 track and east end of No. 1 track due to close clearance with partial high-level platforms.
Harrisburg	Caution must be exercised when getting on and off engines at the west end of Nos. 6 and 7 tracks, due to close clearance with train shed roof.
Harrisburg	Caution must be exercised due to close clearance with water stanchions placed between tracks. Except for No. 4 Track, employees must not ride on the side of equipment on any station track.
Harrisburg	Employees using passageways under high platforms must exercise caution due to restricted vertical clearance, possible tripping hazards and moving equipment on adjacent tracks.
Harrisburg	Close clearance exists between No. 1 Main Track and B-C Lead Track of Dock Street Yard, west of Route 83 OH Br, MP 103.4. Employees must not ride on side of equipment in this area.
Overbrook	Caution must be exercised on No. 1 and 4 tracks due to ADA ramps installed east and west of the station.
Penn (Connection with PW Line)	Due to close clearance between tracks, crew members must request protection from the CETC 5 TD before riding the side of a material handling car to direct a shoving move southward from the Harrisburg Line to 30th St. Station. Crew members must notify the CETC 5 TD when the movement has been completed.

72-G1. TRAIN INSPECTION DETECTORS

Train Inspection Detector Locations

Type of Detector	MP Location	Direction of Operation	Tracks(s)	Recorder Location	Notes
RA HB/DED	23.9	East & West	1 & 4	Frazer	1, 2
RA HB/DED	42.3	East & West	1 & 4	Pomeroy	1, 2
RA HB/DED	64.3	East & West	1 & 4	High Steel	1, 2
RA HB/DED	89.7	East & West	1 & 2	Conewago	1
Note 1: SI 72-S1 applies.					
Note 2: Detectors transmit on 035-035.					

72-G2. CARS WITH 6 AXLES

Private or Business cars which have six axles, must not exceed 100 MPH while passing over wayside hot box detectors.
In accordance with S.I. 34-S3, Conductors in charge of trains with one or more of these cars in consist must notify their Engineer in writing of this restriction prior to leaving initial terminal (unless maximum speed for engine is 100 MPH or less).

98-G1. STATE INTERLOCKING

The following tracks at State Interlocking are designated as other than main tracks. Authority of the employee named must be obtained before occupying or performing any maintenance on the track.

TRACKS	CONTROLLED BY
Tracks 5, 8 and 9	See SI 900-G1

104-G1. NORMAL POSITION OF SWITCHES AND CROSSOVERS AT SPECIFIED LOCATIONS:

NORMAL POSITION OF SWITCHES AND CROSSOVERS AT SPECIFIED LOCATIONS

Switch location	Connecting	With	Normal Position is for Movement	Note
Penn Coach Yard	Car Washing Trk	Run Down & No. 37 Trk	Through on Washing Trk	...
Tail Track 67.65	Tail Track	Yard Ladder	Through on Tail Track	…

104-G2. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

The following switches are equipped with an electric lock. Permission to remove the padlock from the keeper must be obtained from the Dispatcher unless otherwise noted.

104-G2. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

Location	Track	Switch	Notes
MP 39.2	4	W&N Junction (trailing point westbound)	3, 4
MP 39.23	4	Coatesville Bypass	1,4
MP 43.5	1	Parkesburg Industrial (trailing point eastbound)	3
MP 47.2	4	Keen & Son	3, 4
MP 53.6	1	Kinzer Boat	3
MP 55.8	4	Stock Lumber East	3, 4
MP 56.6	4	Stock Lumber West	3, 4
MP 56.7	1	Eby Feed & Fertilizer	2,3
MP 64.8	1	High Steel	3, 4

Location	Track	Switch	Notes
MP 66.8	1	Tail Track	3,4
Cork	All hand operated switches within Int		...
MP 74.13	1	Kellogg	3, 4
MP 75.29	1	Snavely Lumber	3, 4
MP 77.79	1	Esbenshade Feed	3, 4
MP 77.99	2	Patricks	3, 4
MP 78.48	2	Penfield Feed	3, 4
MP 78.8	2	Mount Joy Wire	3, 4
MP 81.01	2	Old Line	3, 4
MP 81.08	1	Florin Feed	3, 4
MP 81.54	2	Florin House	3, 4
MP 83.9	1	Wenger Feed	3, 4
MP 86.7	2	M&M Mars	3,4
MP 90.2	2	Conewago Ind Trk.	3,4
MP 92.3	2	Metropolitan Edison	3,4
MP 95.33	2	M&H Railroad	2, 3
MP 103.3	1	Dock St. Yard	3, 4
Note 1: Permission must be obtained from the Train Director at Thorn.			
Note 2: Switches on each end of the crossover are equipped with electric locks. Switch locks must be removed from both switches before either is operated. After movement is completed, both switches must be restored to normal position before inserting switch lock at switch.			
Note 3: To enter side track from Main Track, train must occupy track circuit which extends 50 feet from point of switch, before switch can be opened.			
Note 4: Switch and derail each equipped with electric lock. Switch locks must be removed from both switch and derail before either is operated. After movement is completed, both switch and derail must be restored to normal position before inserting switch lock at switch or derail.			

116-G1. LOCATION OF ENGINEER

Engineers may operate from other than the leading end of the movement when the movement would not exceed one train length beyond Zoo and State Interlocking.

132-G1. TRACKS AND SWITCHES OUT OF SERVICE

The tracks and switches listed below are out of service for train movements, except when such movements are personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars.

If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last IMCS Department employee to use the switch must spike the switch to prevent its accidental use.

132-G1. TRACKS AND SWITCHES OUT OF SERVICE

Location	Track/Switch
Penn Coach Yard	Rundown, Car Wash, & Wall tracks
Stiles-Girard	E. J. Track
Overbrook	Dump Siding Trk
Dock St. Yard	All Tracks
Lime Street Yard	Plug, Wall, Ladder tracks

133-G1. PROTECTION OF OUT-OF-SERVICE TRACKS

In accordance with SI 133-S1, a shunting barricade and dispatcher confirmation of a displayed TOL is not required for protection of out of service tracks for the project associated with Undercutter and TLM at No.1 track at Caln Interlocking.

242-G1. PAXON: IMPERFECTLY DISPLAYED SIGNALS

The most restrictive indication that can be given by dwarf signal 55W is Restricting.

- Signal 55W governs westward movements on the SEPTA Maintenance Yard track and is located 50 feet west of the crossover connecting No. 4 track to the SEPTA Maintenance Yard track.

242-G2. FRAZER: IMPERFECTLY DISPLAYED SIGNALS

The most restrictive indication that can be given by dwarf signals Nos. 55W and 66W is Restricting.

- Signal 55W governs westward movements on the Storage track and is located 286 feet east of MP 24.
- Signal 66W governs westward movement on the East End Yard Lead and is located 286 feet east of MP 24.

242-G3. STATE: MOST RESTRICTIVE SIGNAL

The most restrictive indication that can be given by dwarf signals Nos. 5W, 8W and 9W is Restricting.

- Signal 5W governs westward movements on No. 5 Track and is located 2950 feet west of the westbound home signal on No. 2 track.
- Signal 8W governs westward movement on No. 8 Track and is located 2950 feet west of the westbound home signal on No. 2 track.
- Signal 9W governs westward movements on No. 9 Track and is located 2675 feet west of the westbound home signal on No. 2 track.

277-G1. ROY: SIGNAL ON LEFT

Home signal governing westward movement on No. 1 track located to the left of No. 1 track.

277-G2. RHEEMS: SIGNALS ON LEFT

- Home signal governing eastward movement on No. 2 track located to the left of No. 2 track.
- Home signal governing westward movement on No. 1 track located to the left of No. 1 track.

294-G1. SLIDE PROTECTION

These restrictions apply to the head end only.

Slide detector apparatus is in service between MP 90 and MP 90.2. The slide detector limits are marked by “SP” signs located at MP 89 and MP 91.
Trains operating between MP 89 and MP 91 that receive a cab signal aspect change to Restricting must operate through the slide detector limits prepared to stop short of an obstruction on the track.
Trains with inoperative cab signals and trains governed by DCS Rules (Rule 406 DCS substitution for ABS) must approach the slide detector prepared to stop short of an obstruction and must not exceed Restricted Speed through the limits of the slide detector.

551-G1. TESTING SECTIONS

In addition to those at terminals, located:
Harrisburg-No. 6 tracks.

706-G1. RADIO FREQUENCIES

Radio channel 035-035 is in service between the western limits of Zoo Interlocking and Division Post MP 105.2.

- Westward trains entering Zoo Interlocking must use channel 054-054 when requesting a radio check from Zoo Interlocking Station (See S.I. 701-S1). Upon departing Zoo Int., trains must operate on channel 035-035.
- Eastward trains must use 054-054 upon entering Zoo Interlocking.

900-G1. DISPATCHERS: ASSIGNED TERRITORIES

Phone numbers can be found in System Special Instruction 714-S1.

DISPATCHERS: ASSIGNED TERRITORIES

SUN 11:00PM – FRI 11:00PM	
DISPATCHER	**TERRITORY**
Section C	Penn (exclusive) to Park (exclusive)
Section B	Park (inclusive) to Division Post MP 105.2

DISPATCHERS: ASSIGNED TERRITORIES

All Other Times	
DISPATCHER	**TERRITORY**
Section C	Penn (exclusive) to Division Post MP 105.2

940-G1. / 950-G1. WESTBOUND HARRISBURG TRAINS

This instruction does not apply to through trains at Harrisburg

Crews of westbound trains arriving at Harrisburg must contact the Section B or C Train Dispatcher according to SI 900-G1 for instructions and must not leave train until released by the Train Dispatcher.

940-G2. CONDUCTORS & ASSISTANT CONDUCTORS – RESPONSIBILITIES INVOLVING EXTERIOR DOOR OPERATION

Crew Duties

To facilitate the operational safety of employees and customers, Amtrak crews must comply with the requirements of Amtrak's Service Standards Manual and applicable Amtrak Employee Safety Rulebook rules in effect.

All passenger crews operating on Amtrak-Controlled Territory must adhere to the following:

Operation

- Unless otherwise delegated to another crew member during an initial or subsequent job briefing, the conductor will be responsible for exterior door operation.
- The movement of in-service passenger equipment with an open or unsecured exterior passenger car door is prohibited.
- Damaged or malfunctioning side doors must be secured closed and locked out from use. *If more than one door on the same car is locked out, that car may not be occupied for passenger service.*
- Crews may not permit passengers to occupy the vestibules with them, while the train is preparing for departure, or a station stop.
- Passenger trains in operation with an open door must stop in a manner consistent with safe train handling and ensure all exterior doors are properly secured closed before resuming movement.

For purposes of this instruction, the term "in-service" means passenger equipment released from inspection in good working order and is suitable for passenger occupancy, whether occupied or not.

Arrivals

- Upon arrival at a station, after the train has stopped, the designated crew member must open their door locally and determine that all doors intended to be opened are appropriately platformed, before keying open any other doors.
- Traps must remain latched and closed until the train comes to a complete stop on the platform.
- If spotting of the train is required, crews should adhere to proper station stop markers for their equipment type. If no markers are present, the designated employee must spot the train through use of the exterior door window, or the train must stop prior to the appropriate platform location so that the designated crew member may convey the distance to be operated; then close the door to proceed, unless a bi-level (top and bottom or "Dutch door") is available for use. Then, the bottom portion of the door must remain closed while spotting the train.

- Engineers must be vigilant in their inspection of platforms as they approach station locations, to provide for passenger and employee safety.

Departures
Prior to station departures the conductor or designated crew member must ensure from their local door that all passengers are safely on board the train or on the platform and that all other exterior doors are closed. Once the local door is also closed, permission to proceed may be granted.

LEHIGH LINE CONNECTION (LLC)

LLC Line Station Page

STATIONS		MP	INT	PS	NOTES
HUNTER	**R**-Section B TD (ML-New York to Philadelphia)	0.0	X	...	...
HIGH	**R**-Section B TD	0.3	X	...	1
DIVISION POST	(CRC)	0.6	...	...	1, 2
CP Newark	(Lehigh Line - CRC)	11.4	X	...	3
The direction from Hunter to CP Newark is westward.					
Note 1: Mile Post distances are measured from Hunter.					
Note 2: Division Post between Amtrak and CR located at eastward limit CP Newark.					
Note 3: Conrail MP designation.					

240-L1. SIGNAL RULES and CURRENT OF TRAFFIC

Int. indicates interlocking rules in effect.

240-L1. SIGNAL RULES and CURRENT OF TRAFFIC

Location	Tracks from South to North		Notes
	No. 7	No. 6	
Hunter & High	Int	Int	1
High & CP Newark	...	Int	2
Note 1: CSS Rules in effect for movements in both directions.			
Note 2: CSS Rules in effect for westward movements only.			

37-L1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

37-L1. PASSENGER TRAIN SPEEDS

PASSENGER TRAIN SPEEDS		
Between/At	**Tracks**	
	No. 7	**No. 6**
Hunter & High	30	45
High & CP Newark	...	45

37-L1. FREIGHT TRAIN SPEEDS

FREIGHT TRAIN SPEEDS		
Between/At	**Tracks**	
	No. 7	**No. 6**
Hunter & High	10	10
High & CP Newark	...	10

40-L1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum height of the engines and equipment that may be operated.
Engine and equipment dimension specifications are assigned in S.I. 37-S5 for equipment authorized to operate on the NEC.
Notes shown in parentheses in the location column are defined at the end of the table.

40-L1. ENGINE AND EQUIPMENT RESTRICTIONS

Location	**Tracks**		
	7	**6**	**Other**
Hunter & CP Newark	5	5	...

900-L1. DISPATCHERS: ASSIGNED TERRITORIES

DISPATCHERS: ASSIGNED TERRITORIES

DISPATCHER	TERRITORY
Section B	Hunter (inclusive) to CP Newark (exclusive)
****Phone numbers can be found in System Special Instruction 714-S1 Telephone Numbers-Dispatcher Operators, Etc.**	

END OF SECTION

SYSTEM SPECIAL INSTRUCTIONS

A-S1. TRAIN SCHEDULES

1) **Commuter Train Schedules**

Trains of the following agencies will be governed by their public schedule while operating over Amtrak territory: CDOT, CT RAIL, MARC, MBTA, NJT, SEPTA and VRE. Trains governed by the MARC Penn Line public schedule may depart Washington a minute later than the scheduled leaving time, if required by station work. Employees whose duties are affected by these trains must have a copy of the applicable public schedules in their possession while on duty.

2) **Amtrak NEC Train Schedules**

The schedule portion of the NEC Timetable is published in the Employee Train Schedule Bulletin (ETSB). ETSB's will be issued on an as needed basis and are numbered consecutively according to the current edition of the NEC Timetable, prefixed according to the operating territories listed in the table below and suffixed by the current schedule version. For example, a Boston-New York Summary ETSB issued with Timetable No. 7 in effect with schedule version 1.0 would be titled "BOSNY7-1.0SUM". Employees whose duties are affected must obtain a copy of the applicable ETSB(s) for the lines on which they are to perform service. The table below shows the lines covered by each ETSB.

EMPLOYEE TRAIN SCHEDULE BULLETINS – NEC

Employee Train Schedule Bulletins	Trains Operating Between
Boston-New York **(BOSNY)**	Boston and New York, New Haven and Springfield
Empire **(EMP)**	Hoffman's and New York, Albany and Boston
New York – Washington **(NYW)**	Washington and New York, Philadelphia and Harrisburg, New York, and CP 216

Summary and Supplemental ETSB's

(a) **Summary Employee Train Schedule Bulletins**

Issued as needed and contain all current train schedules in effect and their numbers will be suffixed by the letters "SUM." The Summary ETSB remains in effect until a new Summary ETSB is issued.

(b) **Supplemental Employee Train Schedule Bulletin**s

Issued as needed and will contain train schedule additions or changes which supplement the current Summary ETSB in effect. Supplemental ETSB's contain temporary or permanent train schedule updates due to holidays, temporary track outages.

Examples NYWAS7-1.0SUM: This ETSB contains all train schedules currently in effect for applicable lines.
NYWAS7-1.1: This Supplemental ETSB contains any temporary schedule changes which supplements the current Summary ETSB (NYWAS7-1.0SUM) in effect.
NYWAS7-1.2: This Supplemental ETSB contains a 3-day holiday only schedule for trains listed and in effect for the time period listed at the top of the ETSB.
NYWAS7-2.0SUM: New summary ETSB in effect which supersedes all previous Summary and Supplemental ETSB's (1.0SUM, 1.1 & 1.2) unless otherwise stated in the ETSB.

A-S2. SAFETY RULES

Train & Engine service employees, Mechanical Department employees, and Dispatchers & Operators are required to review a different applicable Safety Rule each day, including its meaning, intent and application. Conductors and Engineers will ensure that other members of their crew know and fully understand the instruction. Train and Engine Service employees of other railroads will be governed by the home railroad Safety Rules.

Employee Safety Rule Amendment Summary will be issued as needed by the Chief Safety Officer or Designee and will contain information related to rules procedures and other instructions related to the safety rules and instructions. The Employee Safety Amendment Summary will be issued as necessary, will be numbered consecutively, and will remain in effect until superseded by the next Safety Amendment Summary.

Employees who are required to maintain a copy of the Employee Safety Rules, NRPC 4108, must also maintain the current Amendment Summary while on duty.

A-S3. AIR BRAKE INSTRUCTIONS

Train and Engine Service employees of other Railroads will be governed by their home railroad air brake and train handling instructions, except as modified by AMTRAK Special Instruction.

A-S4. BOOKS IN EFFECT

The following books are in effect:

- NORAC Operating Rules, Twelfth Edition, effective January 1, 2024. (Applies to all employees)
- Electrical Operating Instructions (AMT-2), revised and reissued April 7, 2025. (Applies to all employees who work in Amtrak electrified territory)
- Air Brake, Equipment and Train Handling Rules and Instructions (AMT-3), effective April 1, 2022 (Applies to Amtrak Train & Engine Service and Mechanical Employees).
- Mechanical Department Blue Signal Rules, effective March 6, 2023. (Applies to all Mechanical Department employees and contractors.
- Special Instructions Governing Operation of Signals and Interlockings (AMT-4), effective August 3, 1980, revised and reissued December 11, 2023. (Applies to Amtrak Dispatchers and Operators)
- NEC Train Dispatcher's Manual of Instructions, System, Boston, New York & Mid-Atlantic Office Sections reissued October 15, 2006. System section revised August 03, 2020; Boston Office section revised July 21, 2008; Mid-Atlantic Office section revised March 1, 2012. (Applies to Amtrak Dispatchers)
- Employee Safety Rules (for all Amtrak Employees), effective July 1, 2024. Employee Safety Rules Amendment Summary (issued as needed)
- Roadway Worker Protection Manual, revised April 1, 2017. (Applies to Roadway Workers & Conductor Flagmen responsible for their protection)
- Hot Spot Committee Summary, Issued August 2018. (Applies to Roadway Workers & employees providing Train Approach Warning responsible for their protection)
- Service Standards for Train Service & On-Board Service Employees. (Applies to Amtrak Train Service & OBS Employees)
- The Code of ethics and standards for behavior, issued November 1, 2020 (Applies to all Amtrak Employees)

- Amtrak System General Road Foreman Notices issued April 1, 2022. (Applies to Amtrak Engine Service Employees)
- Acela Quick Reference Handbook - Anomaly & Emergency Checklists, Version 1, issued January 16, 2012. (Applies to Amtrak Train and Engine service employees who operate HST equipment)
- United States Hazardous Materials Instructions for Rail, HM-1, effective January 20, 2022 (Applies to employees involved in movement of Hazardous Materials) (CR/NS HM-1, effective July 1, 2015, applies to Conrail and Norfolk Southern employees involved in movement of Hazardous Materials)
- Northeast Corridor Employee Timetable Appendix A, “Emergency Procedures for North River, East River and Empire Tunnels.” (Applies to all employees who operate through these tunnels)

B-S1. GOOD FAITH CHALLENGE: REQUEST FOR REVIEW

In the application of NORAC Rule B. Section 4: Upon written request, at the time of the challenge, the employee has the right for further review by the Director of System Operating Practices.

In spite of the availability for employees to use the Good Faith Challenge process, all employees are empowered to safely stop operations when a potentially unsafe condition is detected.

B-S2. CONFIDENTIAL CLOSE CALL REPORT SYSTEM (C^3RS)

Amtrak has entered into a partnership with the Federal Railroad Administration (FRA), the National Aeronautics and Space Administration (NASA), and multiple labor organizations to implement a confidential close call reporting system as defined in their current Confidential Close Call Reporting System Implementing Memorandum of Understanding (IMOU).

A “close call” can be defined as a situation or incident that has the potential for more serious consequences. Personal injuries and/or train accidents of any kind do not fall into the category of a close call and will continue to be reported and handled in accordance with the current or subsequent revisions to Amtrak rules and FRA regulations.

The confidential reporting system provides an environment in which railroad employees can voluntarily report close calls without fear of discipline or punishment.

A **Reporting a Close Call**

NASA has developed a close call report form that requests information about the date, time, location, contributing factors, actions taken, and potential consequences of an event, along with any other information necessary to fully describe the event or perceived safety problem.

NASA C^3RS forms are available at Amtrak sign-up locations, and a PDF version of the form can be downloaded from the C^3RS website at http://c3rs.arc.nasa.gov, and then printed. The employee must complete the paper or printed PDF report form and submit it in accordance with the instructions on the form. NASA will provide a receipt for the written close call report as proof of an accepted report. Additionally, employees will be able to use the Electronic Report Submission (ERS) function of the C^3RS website to submit a close call report electronically.

The printed C^3RS form should be mailed to NASA, or the Electronic Report Submission (ERS) function should be executed, within three calendar days from the date of the incident, not counting weekends and Federal Holidays.

After collecting information on a close call event, NASA removes all information that might lead to the identity of:

- The person who filed the report.
- Employees referred to in the report.

- Any information that would allow any employee to be identified.

B **Events Covered by Close Call Reporting**

- Events that occur but have low consequences such as a run-through trailing point yard switch that does not result in a train accident, unsecured equipment, etc.
- Events involving damage or derailment below the FRA monetary reporting threshold* that do not involve an injury.
- Events that have the potential for high consequence such as speeding.

C **Events NOT Covered by Close Call Reporting**

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- Events wherein the employee's action or lack of action was intended to damage Amtrak or another entity's operations or equipment or to injure other individuals, or the employee's action or lack of action purposely places others in danger.
- Events wherein the employee's action or lack of action involved a criminal offense.
- Events wherein the employee's behavior involved substance abuse or inappropriate use of controlled substances.
- Events wherein the report is rejected because it is not safety related or it is incomplete.
- Events involving damage or derailment above the FRA monetary reporting threshold*.
- Events that caused or are alleged to have caused any injury, illness or medical treatment of any kind to any person involved in the event.
- Events that result in an identifiable release of a hazardous material.
- Events which were a real-time observations made by an FRA-certified inspector or railroad employee, and were reported to and verified by Amtrak management, except as provided for below:

Reporting a Close Call Involving Damage below the FRA Monetary Reporting Threshold, or Witronics Alert

The following additional criteria are required for an event involving damage that is below the FRA monetary reporting threshold and/or on-board electronic train monitoring devices (Witronics) to be considered a close call:

1) The employee must provide notification of the event to an appropriate AMTRAK officer (e.g., a Yardmaster or Assistant Chief Train Dispatcher) prior to filing a C^3RS report without undue delay.

2) The C^3RS written report shall be completed and mailed to NASA within three calendar days from the date of the incident, not counting weekends and Federal Holidays.

3) The event must not result in damage or derailment that is above the FRA monetary reporting threshold*; and

4) The event must not cause, nor be alleged to have caused, an injury, illness, or medical treatment of any kind to any person.

NASA will provide a receipt for the written close call report as proof of an accepted report. The employee must allow AMTRAK to review the receipt, when requested.

D **Locations and Employees Covered by Close Call Reporting on the Amtrak System**

The provisions of the IMOU will apply to Amtrak employees working on the Amtrak System which consists of all trackage owned or controlled by Amtrak when covered by the appropriate signatures of agreement. In addition, the provisions of the IMOU will apply to employees of tenant railroads working on the Amtrak system when covered by an IMOU with their employer.

* "Train Accident Reporting Threshold" as defined in 49 CFR Part 225

C-S1. TRANSPORTATION DEPARTMENT RECURRENT TRAINING ATTENDANCE AND REQUIREMENTS

Transportation Department employees required to maintain operating rules qualifications will be assigned to attend specific Recurrent Training sessions for annual training. Names of employees assigned to training will be published in the System Training Notice in the month preceding their scheduled session or designated by supervision. Attendance in the assigned class is mandatory.

Selected employees must contact their supervisor and obtain pre-approval for travel and hotel accommodations and information, when necessary. Train & Engine employees will be automatically marked off by Crew Management to attend their Recurrent Training session. All other employees should mark off through their normal processes.

Employees are required to mark up for duty upon return to their crew base immediately following the completion of their class. Employees who have a conflict with their scheduled session date must contact their supervisor sufficiently in advance of the session for a change in assignment. Supervisors will notify Assistant Superintendents, so that mandatory attendance by employee or a replacement is arranged. Replacements will be forwarded to CMS at cnocblocktraining@amtrak.com utilizing the authorized Class Change form (NRPC 3246).

Employees are personally responsible for ensuring that they attend an annual Recurrent Training session by the end of the calendar year.

For additional information or questions on Recurrent Training, please contact your local Lead Technical Trainer at the appropriate Training Department office

(See the current System Training Notice in effect for contact, classroom and testing protocol information.)

C-S2. AMTRAK EMPLOYEES

Operating Rules

In the application of NORAC Rule C, all Amtrak employees taking an Operating Rules examination must obtain a score of at least 88% to pass.

The 30-day grace period specified in Rule C does not apply to Train Movement or Train & Engine service employees. Employees of these crafts may not perform service until they pass the annual examination.

Signal Exams

In accordance with Amtrak training policies, Train & Engine service, and IMCS NORAC Class A employees, must successfully complete an annual signal examination and may not perform service, or work under NORAC Class A qualifications, until a passing score of 100% is obtained.

Blocking Exams

In accordance with Amtrak training policies, Train Movement employees must successfully complete an annual blocking device protection examination and may not perform service until a passing score of 100% is obtained.

Exception: NYT Line – As part of the qualification requirements to perform service as a Block Operator at Q or R Switching Centers rule C-S2 “Blocking Exams” applies. Block operators working at TOC, Pelham Bay, and PBO do not need to meet the requirements in C-S2 “Blocking Exams.”

C-S3. OPERATING RULES QUALIFICATION

1) Employees in the following categories must be initially qualified on Operating Rules, and must be re-qualified annually:

   (a) Train Dispatchers, Assistant Chief Dispatchers, and Block Operators

   (b) Train & Engine Service employees, and Yardmasters

   (c) Employees who move or assist in the movement of trains or engines

   (d) Employees who request foul time or take tracks out of service for maintenance

   (e) Employees who operate track cars

   (f) C&S Maintainers

   (g) Supervisors and Managers who directly supervise any of the above employees

2) For IMCS Department employees (“d”, “e” & “f” above), there are three NORAC Operating Rules qualification levels:

   (a) **Class A Test** - Authorizes drivers to operate Specialized MW equipment (equipment that reliably shunts track circuits; see S.I. 803-S1) under the operating rules and physical characteristics qualifications that apply to freight trains, instead of the operating rules that apply to track cars.

   (b) **Class B Test** - Authorizes employees to take tracks out of service for maintenance and to move or pilot track cars when properly qualified on physical characteristics.

   (c) **Class C Test** - Authorizes employees to obtain foul time when properly qualified on physical characteristics.

3) Employees returning to duty after an absence from railroad service of 6 months or more must take the following actions before performing service that requires Operating Rules qualification:

After an Absence of:	Employee Must:
6 to 12 months	Contact the Training & Development Department. Attend and pass an annual Operating Rules requalification class.
Over 12 months	Contact the Training & Development Department. Attend and pass a special Operating Rules re-qualification class.

C-S4. PHYSICAL CHARACTERISTICS QUALIFICATION/PROMOTION CONDUCTORS AND ENGINEERS

1) **New Hire or Re-entry Class**

All Train & Engine employees who have completed New Hire or Re-entry class, and are qualifying on the train, will be assigned an extra board training symbol. Field management will establish the training schedule for qualifying employees and will send it to Crew Management.

All time tickets for qualifying employees must include sign-up time and date, sign-off time and date, train numbers and city pairs, and must show deadhead trips and statutory rest periods. Qualifying employees will be required to call CMS and have their jobs modified by the crew dispatcher whenever their assignment has changed, such as:

(a) deadheading home instead of working,

(b) qualifying on a different train, or

(c) the turn point changes.

Qualifying employees must mark off and mark up in the same timely manner as they would for training, personal days, vacation days, or other company related activities. Vacations must be arranged through your designated coordinator. Employees attending class must mark off and mark up accordingly.

2) Territory Qualification

Employees intending to transfer to a different crew base or that are required to requalify over a route, must contact the Road Foreman or Trainmaster for the respective crew base and inquire about qualification requirements and schedule training classes.

Procedures must be followed based on the Amtrak Route Qualification Plan, maintained by the Amtrak System General Road Foreman Office and located on the System General Road Foreman Office All Aboard page.

To initially qualify on a new operating rule book, Assistant Conductors must attend training and pass an initial qualification examination. Promoted Conductors and Engineers, not previously qualified to work as a conductor or engineer under the operating rule book in effect for the new crew base or route, must attend training and demonstrate their knowledge by passing an examination for their respective craft. Employees will retain their original promotion date, as this examination is for qualification purposes, not promotion. Operating rules qualifications granted for operation in limited territory, such as a terminal, are not valid outside of a specified territory.

(a) **Conductors**

Conductors that transfer to a different crew base or have not maintained their qualification over the territory (not made an annual trip over the territory) must fulfill the following requirements:

- Must be qualified on the required operating rules and signals for the territory.
- Must pass an oral review of the territory with the appropriate supervisor.
- Must make the minimum number of head end and in-train trips over the entire route. (The minimum number of head end trips may vary depending on the route but will not be less than two and at least one in-train trip is required).
- Must have Temporary Train Authorization Permit (form NRPC 2889) signed by the assigned Engineer to document trips. Completed forms will be turned into the designated Road Foreman or Trainmaster.

- Must pass a final written or computer-based PC test for the entire route.

Conductors that transfer to a different crew base will be considered in training status until all requirements are completed. Assistant Conductors preparing for promotion must complete the qualification requirements before attending a promotion class.

3) **Retaining Qualification**

Conductors: Must make an annual trip to retain qualifications. This trip could be either a working trip as a conductor, or assistant conductor, or a familiarization trip on the head end or in the body of the train, for the purpose of retaining qualification over that territory. If a familiarization trip is made, a Temporary Train Authorization Permit (form NRPC 2889) may be obtained from the Superintendent or designated representative. The Temporary Train Authorization Permit (NRPC 2889) indicating the portion of the railroad over which the special trip was made and validated by the engineer or conductor with whom the trip was made, must be presented to the designated subdivision officer, who will record the date in the employee's record of qualification file.

Conductors who extend their qualification by a familiarization trip must meet with their designated supervisor to review the territory and any changes or special conditions prior to performing service over the involved territory.

If time limits for qualification have expired, conductors must requalify over the route.

4) **Physical Characteristics Qualification Rides**

Hours-of-Service-governed employees who ride the head end of a train to learn or retain physical characteristics must ensure that this activity does not result in an Hours-of-Service violation under the covered or commingled service provisions of the Hours-of- Service Act.

(a) Time spent qualifying is "covered service" and must be counted toward an employee's total time on duty if:

- A qualifying engine service employee operates the train's controls, or
- Any qualifying employee performs the duties of a member of the crew.

(b) Any other time spent qualifying is "commingled service" and must be counted toward an employee's total time on duty unless it is not separated from covered service by a statutory off duty period.

Note: Engineers are prohibited from operating the controls of an engine unless they are currently qualified on the physical characteristics of that territory or have passed a segment Physical Characteristics exam for the portion of the railroad over which they are to operate.

Qualifying employees must contact Crew Management and their supervisor to ensure that both have accurate information regarding the start and end times of their physical characteristics qualification activity, and whether that activity was separated from covered service by a statutory off-duty period.

5) **Returning to Duty**

Employees returning to duty after an absence from railroad service of 30 days or more must take the following actions before working as a Conductor or Engineer:

After an Absence of:	Employee Must:

30 days to 6 Months	Contact the Training & Development Department or a qualified Supervisor to determine what physical characteristics changes were made during the absence.
6 to 12 Months	Same contact as above, plus make a head end ride over territory.
Over 12 Months	Re-qualify on the territory.

6) **Transferring from another Railroad or Craft**

Employees transferring to Amtrak Conductor or Engineer service from another railroad or craft who were previously qualified on the physical characteristics of Amtrak territory, must re-qualify on the physical characteristics of the territory over which they are to operate.

7) **Amtrak Engineers Maintaining Proficiency**

Engineers must notify their manager if they have not performed duties under the capacity of an engineer (not operated any train or performed a headend ride) in the past thirty (30) days.

Engineers that have not performed duties under the capacity of an engineer in sixty (60) days, must not accept an assignment until completing a refamiliarization trip over one route and a manager has verified that the employee:

- Is in possession of all required Rulebooks, Timetables, General Orders, Notices and Special Instructions.
- Has a current Certification Card.
- Is aware of all operational changes or updates since the employee last worked.

C-S5. PHYSICAL CHARACTERISTICS QUALIFICATION FOR IMCS DEPARTMENT EMPLOYEES

IMCS employees who are qualified on physical characteristics must re-qualify every year, by the end of the calendar quarter in which their birthday occurs.
Note: Employees may re-qualify as early in the calendar year as they wish and are encouraged to do so.

If your birthday occurs in:	**You must re-qualify by:**
January, February, or March	March 31
April, May or June	June 30
July, August, or September	September 30
October, November, or December	December 31

Returning to Duty: IMCS employees returning to duty after an absence from railroad service of 30 days or more must take the following actions before working in a capacity that requires physical characteristics territory qualification:

After an Absence of:	**Employee Must:**
30 days to 6 months	Contact the Training & Development Department or a qualified Supervisor to determine what physical characteristics changes were made during their absence.
6 to 12 months	Same contact as above, plus make a head end ride over territory.

Over 12 months	Re-qualify on the territory.

C-S6. EMERGENCY PREPAREDNESS TRAINING

Amtrak Engineers, Conductors, Assistant Conductors and Train Movement personnel must complete Emergency Preparedness training during new hire training classes, and during the Recurrent Training classes in which Emergency Preparedness refresher training is included every two years. This federally mandated training describes various emergency situations and the appropriate actions to be taken if an emergency occurs. Employees who do not complete the refresher class prior to the end of the two-year period will not be permitted to perform service until they complete Emergency Preparedness training. Example: If an employee attended an Emergency Preparedness training class on July 8, 2011, they must attend a refresher class before December 31, 2013.

Employees needing Emergency Preparedness training must contact their supervisor in advance to allow sufficient time for class scheduling.

F-S1. PASSENGER TRAIN EMERGENCY SITUATIONS

The Dispatcher must be notified of any emergency related to the operation of passenger train service involving a significant threat to the safety or health of one or more persons requiring immediate action, including:

- A derailment
- A fatality at a grade crossing
- A passenger or employee fatality
- A serious illness or injury to one or more passengers or crew members requiring admission to a hospital
- An evacuation of a passenger train
- A security situation (e.g., a bomb threat)

A crew member shall quickly and accurately assess the situation and then notify the Dispatcher as soon as possible by the quickest available means. As appropriate, the crew member shall inform the passengers about the nature of the emergency and indicate what corrective countermeasures are in progress

F-S2. CRITICAL INCIDENT STRESS PLAN

Amtrak's Critical Incident Stress Plan, developed in accordance with federal regulation 49 CFR Part 272, entitles certain employees who are directly involved in a critical incident to timely relief from their tour of duty after completing the actions necessary to ensure safety and the documentation of the incident. In addition to specifying which employees and events are covered, Amtrak's Critical Incident Stress Plan provides for covered employees to be transported to their home crew base as needed, makes counseling and other support services available upon request, and may provide covered employees with additional relief time if they remain in contact with an Employee Assistance Program counselor.

Employees are covered by the Critical Incident Stress Plan when they are:

1) Performing service covered under the federal Hours of Service law (49CFR228).

2) Railroad employees who inspect, install, repair, or maintain railroad right-of-way or structures.

3) Railroad employees who inspect, repair, or maintain locomotives, passenger cars, or freight cars.

And they are directly involved in a critical incident because they:

1) Are closely connected to the critical incident, or

2) Witness the covered incident in person as it occurs, or

3) Witness in person the immediate effects of the covered incident, or

4) Are charged directly to intervene or respond to the covered incident (Exception: Amtrak Police Officers).

Critical incidents under this plan are:

1) Accidents reportable to FRA (as per 49CFR225) because they result in fatality, loss of limb, or similarly serious bodily injury, or

2) Catastrophic accidents reportable to FRA (as per 49CFR225) which could reasonably be expected to impair the ability of a directly involved employee to safely perform his or her job duties.

F-S3. HOST RAILROAD AND AMTRAK JOINT SECURITY PROCEDURES

Upon confirmation of a detonation of an explosive device on or at one of the following specified areas these procedures will be implemented:

- An Amtrak Train
- An Amtrak Station
- Any Railroad Infrastructures (Bridges, Tunnels) that passenger trains would operate over or through
- Any other U.S. rail operations (freight, commuter, subway) These procedures can also be initiated if an imminent/confirmed threat has been determined based on credible information.

Notification

If an event, specific to an explosive device (i.e. detonation, discovery), occurs on-board an Amtrak train, the train crew will notify the dispatcher in the following manner:
“Emergency, Emergency, Emergency”, Train #____, (describe event).

Upon notification, the Train Dispatcher will repeat the emergency transmission to ensure all trains are notified and then attempt to obtain further information regarding the situation. The Train Dispatcher must then ensure the appropriate notifications are made to CNOC (800-424-0217) and the Amtrak National Communications Center (NCC) (800-331-0008).

Response

Unless otherwise directed by the Train Dispatcher, passenger trains hearing this emergency transmission must bring their train to a safe stop clear of passenger stations, tunnels, and bridges. Trains stopped at a passenger station, tunnel, or bridge at the time of the report must be dispatched clear of these structures as soon as possible.
Once a train is stopped clear of the above structures it must remain at that location until directed to proceed by the Train Dispatcher.

- When a train is stopped, crew members will not initiate an evacuation unless instructed by or coordinated with the Train Dispatcher, or the Conductor or any other crew member ascertains that a clear and present danger exists regarding an on-board threat or situation.
- If any evacuation of a passenger train occurs, the Train Dispatcher **must be notified immediately.**

- If directed to proceed by the train dispatcher, the En Route Train Inspection procedures will apply or if standing, the **Standing Train Inspection** procedures will apply.

En Route Train Inspection Upon the implementation of the En Route Train Inspection procedures, the operating crews must take the following actions for all en route passenger trains including any special instructions from the Train Dispatcher:

1) Make the following announcement: “On-Board Incidents with a Police Response Announcement” from “Service Standards for Train Service and On-Board Service Employees” Chapter 10 – “On-Board Announcements & Signage” which reads: “Ladies and gentlemen, we will be delayed [if not stopped, provide location where train will stop] due to police activity. At this time, we do not have an estimate for the length of this delay. We ask you to remain in your seats and please be prepared to identify your baggage and provide photo identification if requested. We apologize for any inconvenience and thank you for your patience.”

2) The Conductor must make a public address announcement to **all** on-board employees that their “**immediate assistance**” is required at this time including the designated meeting location on the train.

3) The Conductor will conduct a Job Briefing with all Train and On-Board Service employees to review the Host Railroad and Amtrak Joint Security Procedures and any instructions from the Train Dispatcher.

4) The Conductors will be in charge and have authority over all Train and On-Board Service employees. All employees (i.e., Chef, LSA’s, SA’s, TA’s and AC’s) must follow the Conductor's instructions; this is not discretionary.

5) The Conductor will assume the responsibility for simultaneously coordinating multiple inspections of equipment as follows:

    - The Train and On-Board Service employees will perform an interior inspection checking all restrooms, electrical lockers, overhead luggage racks and storage compartments for any unusual items. All findings must be reported to the Conductor.
    - Once the equipment has been inspected and cleared, Train and On-Board Service employees will go car-to-car matching luggage and personal belongings to the proper passenger while checking for proper photo identification. All findings must be reported to the Conductor.
    - In the event that crew members cannot match carry-on items (unclaimed) or a suspicious package or device is found, all crew members and passengers will be required to move two (2) car lengths away from the package or suspected device and ensure that all bulkhead doors are closed and secured. No attempt should be made to touch the package or suspected device. As soon as all passengers and crew members are safely positioned away from the package or suspected device, the Conductor will immediately contact the Train Dispatcher with a description and location of the package or suspected device along with the car numbers of evacuated equipment.
    - In the event a passenger(s) cannot produce photo identification when requested, the crew should try to ascertain the name(s), date of birth and any other relevant information about the passenger(s). The information regarding passenger(s) without photo identification will be relayed to the Conductor who will inform the Amtrak National Communications Center (NCC) at 800-331-0008 of the situation and wait for further instructions.
    - The Train Crew should prepare for a possible evacuation of the entire train if instructed by the Train Dispatcher.

    Standing Train Inspection

Upon the implementation of the Standing Train Inspection procedures, operating crews must take the following actions for all trains that are stopped or will be stopping.

The Conductor will coordinate all instructions covered in the Inspection of En Route Trains section in addition to the following:

- The Locomotive Engineer will perform an interior and exterior inspection of the locomotive(s) looking for anything unusual. All findings must be reported to the Conductor. At the completion of the locomotive inspections, the Engineer should return and remain on the head-end of the locomotive.
- The Conductor will perform or designate a Train Service employee to perform an exterior inspection of the entire train looking for anything unusual or out-of-place. (*If a designated Train Service Employee is used, they will report the findings back to the Conductor.*)
- If an immediate emergency evacuation is needed, make the following announcement: "Train Evacuation Where Baggage Must Be Left on Train Announcement" from "Service Standards for Train Service and On-Board Service Employees" Chapter 10 – "On-Board Announcements & Signage" which reads:

  "Ladies and gentlemen thank you for your patience and cooperation. Due to the nature of the police activity, please leave your baggage on board the train and exit the train immediately as directed by a member of the crew.

  Passengers on required medications are asked to retrieve them at this time and exit the train in an orderly fashion. We will provide you with more information as soon as possible. Thank you for your assistance."

- If an evacuation is needed that is not an immediate emergency, make the following announcement: "Train Evacuation Where Baggage May be Retained by Passengers Announcement" from "Service Standards Manual" Chapter 10 – "On-Board Announcements & Signage" which reads: "*Ladies and gentlemen, due to the nature of the police activity, we ask that you gather all of your possessions and exit the train in an orderly fashion as directed by a member of the crew. We will provide you with more information as soon as possible. Thank you for your assistance.*"

G-S1. ALCOHOL AND DRUG TESTING

Any employee on duty, or reporting for duty, who is tested by breath or urine sample will be in violation of Rule G if:

- the initial breath test and confirmation breath test are positive: or,
- the urine screen test is positive, and the confirmation test is positive for the presence of narcotics, sedatives, stimulants, hallucinogens, intoxicants or a derivative or combination of any of these, or any controlled substance or any mood-altering substances.

Further, you may be required to provide a blood sample in the case of certain accidents and incidents subject to Federal post-accident testing requirements.

If you refuse to cooperate in providing a blood or urine sample following an accident (as specified in 49 CFR Part 219 Subpart C, you shall be removed from service, are subject to dismissal, and may not under any circumstances be employed in a position covered by the Hours of Service Act for a period of at least nine (9) months. A blood test that is positive for the presence of narcotics, sedatives, stimulants,

hallucinogens, intoxicants or a derivative or combination of any of these, or any controlled substance or any mood-altering substances will constitute a violation of Rule G.

G-S2. P.I.E.R. DRUG AND ALCOHOL PREVENTION PROGRAM

Prevention, Intervention, Education, and Resources

The P.I.E.R. Program launched on October 1, 2017, is Amtrak's new drug and alcohol prevention program. The focus of the P.I.E.R. program is to provide evidence-based drug and alcohol prevention, interventions, education, and resources to Amtrak employees. The P.I.E.R. Program is confidential and does not discipline employees.

MISSION :
Driving employees to make healthy decision around drug and alcohol use.
GOALS:
TO SUPPORT a drug and alcohol-free workplace.
TO PREVENT drug and alcohol abuse and misuse through early identification and intervention.
TO APPLY evidence-based approaches to prevention efforts.
PROCESS:
PEER to P.I.E.R.
Highly trained peer volunteers are used to educate their co-worker on the dangers of drugs and alcohol through educational and promotional activities. Peers may also be used to conduct confidential interventions with employees who are struggling with drug and alcohol issues.
MARK-OFFS
All employees are required to come to work drug and alcohol-free. Employees who are impaired should not report to work. Agreement employees are afforded a total of three excused mark-offs for impairment from alcohol and/or drugs during their Amtrak career. Employees are still required to mark-off, if impaired no matter how many times they have marked off in the past, However, the fourth and subsequent mark-offs may be counted as attendance policy violations.
DRUG AND ALCOHOL PREVENTION SPECIALIST Each time an employee marks-off he/she is required to speak with a P.I.E.R. Program Drug and Alcohol Prevention Specialist. On the third mark-off, employees are REQUIRED to follow-up with the EAP and REQUIRED to follow the EAP's recommendations, or the third mark-off will not be excused.
BENEFITS:

- Reduced likelihood of an employee reporting to work impaired.
- Reduced negative consequences related to drugs and alcohol use.
- Increased healthy decision-making around drugs and alcohol use.
- Early access to proven intervention, education, and resources strategies.

PROCEDURES FOR EMPLOYEES:

1) If an employee is impaired due to drugs and/or alcohol and cannot report to duty; he/she should call 1-800-447-2562 and state they need to "mark-off."

2) Once on the job, if an employee is observed as being unfit for duty, co-workers should tell the employee that he/she should not be at work and to mark-off under the P.I.E.R. program. A co-worker, with the employee's permission, may also call and mark-off the impaired employee.

3) Should the impaired employee be uncooperative, the coworker may use a "coworker bypass" and request assistance from an appropriate supervisor. The supervisor will assist in removing the

impaired employee and getting him/her home. The employee must contact EAP within five days and follow the EAP's recommendations.

FOR MARK-OFFS ONLY, CALL
1-800-447-2562
FOR INFORMATION, CALL OR EMAIL
215-349-2822 (ATS) 728-2822; pierprogram@amtrak.com

G-S3. DRUGS AND ALCOHOL: MOTOR VEHICLE CONVICTIONS / COMPLETED STATE ACTIONS

Certified Conductors, Certified Locomotive Engineers (including all classes of certification under 49 CFR Parts 240 and 242), and Assistant Conductors must report any conviction of, or completed state action to cancel, revoke, suspend, or deny a motor vehicle driver's license for, operating a motor vehicle while under the influence of or impaired by alcohol or a controlled substance to Amtrak. The reporting requirement includes any type of temporary or permanent denial to hold a motor vehicle driver's license when found to have either refused an alcohol or drug test, or to be under the influence or impaired when operating a motor vehicle.

The report must be made via the 48 Hour Confidential Reporting Hotline at 302-429-6530 within 48 hours of the conviction. If the employee is not in active-duty status at the time of the action, the report must be made no later than the return to active-duty status. The report must include:

- Employee name
- SAP number
- Craft
- Assigned crew base
- Date of conviction
- Phone number for a return call

Such reports are considered confidential and will result in a referral for evaluation by an Employee Assistance Program (EAP) counselor to determine if the person currently has an active substance abuse disorder.

Failure to report such an incident within the required timeframe will result in disciplinary action up to and including termination. For Certified Conductors and Certified Locomotive Engineers, failure to report such an incident within the required timeframe is a violation of 49 CFR Part 240.111 or 49 CFR Part 242.111 and may also result in a federal civil penalty.

L-S1. AUTHORITY TO BOARD AND RIDE TRAINS

In the application of Rule L, authority to board and ride trains on the Northeast Corridor is granted as follows:

1) **Authorization**

Only authorized persons are permitted to ride Amtrak locomotives and/or trains without transportation and must receive the proper authorization permits from the System General Road Foreman's Office, Operating Practices, or local Division Road Foreman & Trainmasters. Persons required to qualify on the physical characteristics or perform services and/or inspections must have in their possession at least one type of authorization as listed below. Each person authorized to board Amtrak locomotives and/or trains to qualify on the physical characteristics or perform services and/or inspections must identify themselves to the engineer or conductor and show

proper credentials and authorization. Inspectors should also identify themselves to any official present. Whenever traveling for non-business purposes, inspectors must purchase proper transportation.

2) **Types of Authorization**

(a) **Amtrak Head End and Train Authorization Permit (Blue):**

- Photo ID authorizes bearer to ride head end or body of train to learn physical characteristics or perform services and/or inspections.

(b) **Amtrak Train Inspection Permit (Red):**

- Photo ID authorizes bearer to ride body of train (NOT HEAD END) to perform services and/or inspections.

(c) **Amtrak Temporary Train Authorization Permit (NRPC 2889 02/04):**

- Authorizes bearer to ride head end or body of train to learn physical characteristics or perform services and/or inspections (see Page 4). Permit must indicate whether “Head End and Train” or “Train Only”.

(d) **Amtrak Police Identification.**

- System Wide - With a photograph, authorizes Amtrak Police Officers to board and ride head end or body of all Amtrak trains.
- Amtrak Property - With a photograph, authorizes Amtrak Police Officers to board and ride head end or body of all trains operating on Amtrak property (Northeast Corridor, Chicago Terminal, etc.).

(e) **Photo ID of individual working for a Municipal, State or Federal Regulatory Agency:**

- Authorizes inspectors and employees of such agencies to ride head end or body of Amtrak trains to perform services and/or inspections.

(f) **Valid Head End Permit from other railroads/transportation authority (On Amtrak property between Washington, DC and Boston, MA):**

- Authorizes bearer to ride head end to perform services and/or inspections on passenger trains other than those in Amtrak service. When doing so they must comply with all Amtrak rules, procedures, and instructions.

(g) **Valid Head End Permit from other railroads/transportation authority (On other than Amtrak property between Washington, DC and Boston, MA):**

- Authorizes bearer to ride head end to perform services and/or inspections.

NOTE: Where these instructions conflict with the policy of a foreign carrier over which Amtrak trains operate, the foreign carrier policy will govern.

3) **Head End Occupancy with Student Engineer Present**

(a) **Individuals in the following categories may occupy the operating cab of a train while a Student Engineer is present:**

- A member of the assigned Train and Engine crew (Engineer, Second Engineer, Conductor, Assistant Conductor), in the performance of their duties only.
- An FRA/State Inspector performing an inspection.
- A Designated Supervisor of Locomotive Engineers evaluating a Student Engineer or an assigned Engineer.

(b) **If an emergency occurs that requires a person not in one of the above categories to ride in the operating cab while a Student Engineer is present, the Student Engineer must not be permitted to operate the train.**

NOTE: Train crew members must not occupy the operating cab of a train for the purposes of qualifying on physical characteristics when there is a Student Engineer present.

4) **Employees in the Locomotive Cab**

(a) Employees are permitted to ride the head end only in the performance of their duties. They must always remain vigilant for signals and conditions ahead and must not interfere with the Engineer's vigilance.

(b) Any person NOT qualified on ANY operating rules must not occupy the head end without being accompanied by a qualified supervisor.

(c) Deadheading employees are prohibited from riding in the operating cab of trains.

- No more than four (4) people including the operating crew, are permitted to ride in the operating cab or compartment of any locomotive, control car or multiple unit train.
- Exceptions to this policy are permitted when authorized specifically by the System General Road Foreman's Office for situations such as testing, special trains, and unusual operating conditions.

(d) Prior to Boarding the Locomotive, an authorized rider must:

- Identify himself /herself to the Conductor or another Train crew member when practicable without delay to the train. When unable to identify yourself to the Conductor or another member of the Train crew, inform the Engineer of your Name, Company, Title, Origin and Destination. The Engineer will then immediately relay this information to the Conductor via radio.
- Present the Head End Authorization for inspection.
- State the purpose of riding.
- State qualifications (i.e., Operating Rules, Physical Characteristics).

(e) While in the operating cab, an authorized rider **must**:

- Not distract the engineer from the performance of his/her duties. There must be no unnecessary conversation.
- Wear the required personal protective equipment
- If qualified on the Operating Rules, call signals affecting the movement of the train.

- If qualified on Physical Characteristics, remind the Engineer of temporary restrictions when required by Operating Rules.

5) **Post-Accident Testing of Railroad Employees by State or Local Authorities.**

- Amtrak employees involved in a grade crossing or other railroad accident have no obligation to submit to a breath or other toxicological test requested by a state or local law enforcement authority, unless the authority has specific cause to believe the individual, they wish to test has committed a criminal law violation, which may include being impaired by alcohol or drugs.

  Section 205 of the Federal Railroad Safety Act of 1970 (45 U.S.C. 434) prohibits states from adopting laws with respect to railroad safety if the Federal Railroad Administration (FRA) has adopted standards governing the subject matter, unless the state requirement 1) is necessary to eliminate a particular local problem and 2) will not unduly burden interstate commerce. In no event may localities adopt laws with respect to railroad safety.

  In 49 CFR Part 219, the FRA has promulgated broad regulations regarding the control of the use of alcohol and drugs by railroad employees. These regulations include very specific provision concerning testing operating employees for reasonable cause and after major accidents. In adopting these regulations, the FRA specifically determined that, in the absence of reasonable cause to believe a specific individual is impaired based on his appearance or behavior, it was not necessary to require testing of train crews in connection with collisions of a train and an automotive vehicle at a rail/highway grade crossing. (See 49 CFR 219.201 (b).)

  The FRA also determined testing should not be required in the case of a trespasser fatality. Section 219.13 specifies that the regulations have the preemptive effect contemplated by section 205 of the 1970 Federal Railroad Safety Act.

  If an Amtrak employee is required to submit to testing after a grade crossing accident, the employee should show this instruction to the law enforcement officer and state that the employee is not volunteering to be tested. The employee should request a specific statement of the legal requirement under which the officer asserts the authority to test, including a correct citation to it. In some instances, law enforcement authorities have attempted to apply highway laws requiring testing to Amtrak crews even though the law clearly did not cover railroad employees. If the officer insists that the employee be tested, the employee should cooperate but be sure to obtain the name and identification number of all officers involved in requiring the test to be performed.

6) **Smoking Policy for Locomotive Cabs**

- Smoking tobacco or electronic cigarettes is prohibited in Locomotive cabs including Cab Control Cars and Power Cars.

L-S2. AMTRAK EMPLOYEE PHOTO IDENTIFICATION

All Amtrak employees are required to wear proper photo identification above the waist on their outermost garment, so that it is always visible while on Amtrak property. Individuals without proper identification must be promptly reported to the proper authorities.

M-S1. SUNGLASSES

Employees must not wear sunglasses at night, or under other low light conditions.

Q-S1. PAPERLESS TIME TICKET (PTT) SYSTEM

1) **Certifying Hours of Service Information:** The Hours-of-Service law requires governed employees to certify their hours-of-service information. At locations where Train and Engine service employees are required to submit their payroll time electronically using the “Paperless Time Ticket” system (PTT), the requirement to certify the hours-of-service information entered is fulfilled through the use of the reporting employee's username and password as an electronic signature.

2) **Reporting Manual Edits to Relieved/Released Time** - Advertised Amount of Tie-Up Time Exceeded: Both the PTT and Crew Dispatching Systems receive near real-time train status information to monitor employee hours-of-service. While the PTT System uses this information to pre-populate the data entry fields on the “Service Ticket” and “Hours of Service Record” screens, manual changes or corrections may not be immediately updated to the Crew Dispatching System.

To ensure Crew Dispatchers have accurate real-time hours-of-service information regarding statutory rest requirements and employee availability, employees must contact Crew Management prior to the start of their statutory rest period to report any manual edits made to the pre-populated “Sign Off Time” or “Relieved/Released Time” as follows:

- For Amtrak, MARC and CDOT Revenue Trains - Manual edits that are the result of any delay or additional service after the actual arrival of the train must be reported to crew management, i.e. the advertised amount of Tie-Up time is exceeded.

  All Other Assignments - Any manual edits made to the “SignOff Time”, or “Relieved/Released Time” must be reported to crew management.

Q-S2. HOURS OF SERVICE: EMPLOYEE RESPONSIBILITIES

1) Prior to accepting an assignment from Crew Management Services, hours of service governed employees must verify the following information with the Crew Dispatcher to ensure an hours-of-service violation will not result:

   - The date on which the employee’s current 14-day series began.
   - The most recent non-start day within the 14-day series (the day on which an on-duty period was not initiated, if any).
   - Whether the employee has worked a Type 2 assignment since the most recent non-start day.

2) If an employee incurs delay during an assignment and will not be available to work their next scheduled assignment due to rest required by the Hours-of-Service law, the employee must notify Crew Management prior to the start of their statutory rest period.

3) Employees must complete service time tickets and the concurrent Hours of Service records within 72 hours upon arrival at their home crew base from that duty tour.

R-S1. EMPLOYEE PHYSICAL EXAMINATIONS

In order to remain qualified for work, employees in the following positions are required to pass a regular periodic, and when required, a special periodic physical examination:

- Train Service Engineers, Mechanical Facility Engineers, Passenger Conductors, Assistant Passenger Conductors, Conductors, Assistant Chief Dispatchers, Dispatchers, Yardmasters, Load Dispatchers, Power Directors, Block Operators, Employees who operate self-propelled on track vehicles and others as may be directed by their immediate supervisors.

1) **Regular Periodic Physical Examinations**

Regular Periodic Physical Examinations are required every 3 years.

2) **Special Periodic Physical Examinations**

Special Periodic Physical Examinations must be completed as deemed necessary in the judgment of Amtrak Medical Services, as directed when returning from furlough, illness, accident or injury, and at other times as directed. This includes employees who have specific medical conditions which may require more frequent monitoring.

Employees are personally responsible for contacting Medical Services and ensuring their periodic examination is scheduled no later than 30 days prior to expiration of certification. Amtrak contracts with a third-party administrator Acuity for physical exam scheduling. Amtrak Medical Services will place the request for the periodic examination with Acuity then Acuity contacts the employee to schedule the examination. Once the exam is ordered, employees may contact Acuity directly at 877-253-9600 to schedule. Employees are also responsible for ensuring that the physical examination appointment does not result in an Hours-of-Service violation under the commingled service provision of the Hours-of-Service Act (appointment must be separated from covered service by a statutory off duty period).

Regular periodic physical examinations must be completed no later than the last day of an employee's birth month. Employees are expected to initiate the request for certification examination 90 days prior to the certification expiration and ensure the appointment is scheduled no later than 30 days before expiration. If the employee is not currently in compliance with this requirement, or cannot meet this requirement in the future, the employee must notify Amtrak Medical Services at 215-349-2389 or at medicalservices@amtrak.com of the employee's inability to comply prior to the last day of the employee's birth month and may be given a one-time extension of no more than 30 days.

If an employee does not pass the regular or special periodic physical examination, the employee will no longer be medically qualified to work. Return to service is dependent upon elimination or correction of any medical issue(s) and/or timely response to any request for follow-up information from Amtrak Medical Services. Employees who fail to respond to such requests within the prescribed timeframe, or who fail to meet the periodic physical examination requirements, will no longer be medically qualified to perform service.

Employees who have previously failed a color vision screen and had a color vision field test do not need to wait until their examination in order to request a color vision field test for certification.

Employees will be screened for obstructive sleep apnea during the periodic examination. Amtrak Medical Services will determine whether the employee should be referred for diagnostic sleep testing and will refer those employees to Precision Sleep Solutions (PSS). PSS will contact the employee to arrange for a home sleep test and will communicate the results directly to the employee. Employees who are diagnosed with obstructive sleep apnea (OSA) and who need positive airway pressure (PAP) for treatment will be able to obtain the PAP equipment from PSS under the agreement health plan (Management health plan does not allow this so management employees are expected to obtain this through their health plan). Employees on PAP therapy, whether through PSS or through their own doctor, will have compliance checked on a quarterly basis. Employees with OSA who are not on PAP therapy will be contacted by Medical Services in order to fulfill their compliance requirements at a frequency determined by Medical Services.

All employees must immediately report any medical restrictions, new medical diagnoses, and/or medications which may affect performance by sending a Doctor's note to Amtrak Medical Services at 215-349-2389 or at medicalservices@amtrak.com

R-S2. PHYSICAL EXAMINATIONS: NON-AMTRAK EMPLOYEES

Train and Engine Service employees of other railroads who operate over Amtrak Territory will be governed by the medical examination policy of their employing railroad company. Any restriction because of a medical condition must be recorded on the qualification for service page of the current Amtrak Timetable along with other required information.

T-S1. ATTENDANCE POLICY

Amtrak agreement-covered employees will be governed by the "National System Attendance Policy for All Amtrak Agreement-Covered Employees." Copies of the policy are available at all Human Resources Department offices.

T-S2. ASSIGNMENTS

Employees must not absent themselves from duty or leave their assigned work location prior to the end of their shift assignment, unless:

- Physically relieved by another employee, assigned or scheduled to replace them.
- Granted permission or otherwise excused by their supervisor.

V-S1. FOULING

While in the performance of railroad operations (inspection, maintenance, construction or repair of on-track equipment, tracks or structures), railroad employees governed by Amtrak rules and special instructions must not foul any main or unknown track(s) without protection of the proper authority in control or in charge of the track(s) affected. After receiving proper authority, a job briefing must occur to ensure all employees understand and agree with the limits and type of protection provided, before fouling. This instruction is supplemental to other railroad operating rules and special instructions in effect.

1-S1. PASSENGER CREWS IN TURNAROUND SERVICE

Passenger crews in turnaround service must re-sign the register and check the bulletin board when the actual time between trips exceeds 30 minutes.

EXCEPTION: Conductors and Engineers in turnaround service between New York and New Haven, and between New York and Albany/ Rensselaer must re-sign the register and check the Bulletin Board before starting each trip, regardless of time elapsed between trips.

1-S2. BULLETIN ORDERS, NOTICES & GENERAL ORDERS

Summary & Supplemental Bulletin Orders:

Bulletin Orders are numbered consecutively according to the current edition of the NEC timetable and prefixed according to the operating territories listed in the table below. For example, a Boston-New York Summary Bulletin Order would be titled BNY5-xxSUM, and a New York - Washington Supplemental Bulletin Order would be titled NYW5-xx, etc.

1) **Summary Bulletin Orders:** The Bulletin Order issued on the first Monday of each month will be a Summary Bulletin Order. Summary Bulletin Orders will contain all current information, and their numbers will be suffixed by the letters “SUM.” Summary Bulletin Orders will remain in effect until the next month’s Summary Bulletin Order is issued.

   Employees must retain a copy of the current Summary Bulletin Order, and all Supplemental Bulletin Orders currently in effect.

   Employees must carry Supplemental Bulletin Orders for the Lines on which they are subject to performing service. The table below shows the Lines covered by each Bulletin Order:

Bulletin Order	Applies to Crews Working Between	Lines Governed
Boston – New York (BNY)	Boston and New York	NHB, NYT, NYS, MRS, DB, MM
Empire (EMP)	Albany and New York or Boston	HUD, NYT, PRB, NGB, NHB: Cove-Boston (South Station) only.
New York-Washington (NYW)	New York and Washington	NYP, NYT, NYS, HUD: “A” to “CP 12” only, PW, LLC, WT, PH, MV

   Information pertaining to NYT, NYS, and certain portions of the HUD and NHB Lines is published in multiple Bulletin Orders and Notices to minimize the number of documents crews working in certain territories are required to carry.

2) **Supplemental Bulletin Orders:** Supplemental Bulletin Orders will be issued when required. They will contain information that is supplemental to the current Summary Bulletin Order. The following applies to Supplemental Bulletin Orders.

   A Employees must carry Supplemental Bulletin Orders for the lines on which they are subject to perform service.

   B The Line(s) affected by the information in the Supplemental Bulletin Order will be indicated at the top of the document.

   C The number of any Supplemental Bulletin Order in effect and the Lines affected will be listed at the top of the current TSRB. Examples for each dispatching office include:

      1) Boston Dispatching Office: BNY6-xx-a (NHB Line).

      2) New York Dispatching Office: EMP6-xx-a (HUD Line), NYW6-xx-a (NYP Line), NYW6-xx-b (NYT Line).

      3) Wilmington Dispatching Office: NYW6-xx-a (PH Line).

3) **Notices**: A Notice is a publication issued by the designated officer which contains instructions or information affecting individuals governed by the Northeast Corridor Employee Timetable. Notices contain instructions or information that does not affect the movement of trains. Notices will be issued when required but will be summarized quarterly. Summary Notices will be effective at 12:01 AM on the first day of the first month in each quarter (Jan 1, April 1, July 1, and October 1)

and their numbers will be suffixed by the letters “SUM.” Employees must be familiar with Notices as listed below:

Notice	Lines Governed
Boston-New York	NHB, NYT, NYS, MRS, DB, MM
Empire	HUD, NYT, PRB, NGB, & NHB: Cove-Boston (South Station) only
New York-Washington	NYP, NYT, NYS, HUD: “A” to “CP 12” only, PW, LLC, WT, PH, MV

4) **General Notice (GN):**

is a publication issued by the designated officer which contains instructions or information affecting Amtrak employees not governed exclusively by the Northeast Corridor Employee Timetable, and which does not affect the movement of trains.

General Notices will be issued when required. All Amtrak employees, **except those who are governed exclusively by the Northeast Corridor Employee Timetable**, must be familiar with the General Notices.

Summary General Notice numbers will be suffixed by the letters "SUM," and will contain all instructions in effect as of the effective date. They will supersede the previous Summary General Notice and all other General Notices, unless otherwise specified. General Notice(s) in effect will be indicated on the Bulletin Order.

5) **General Orders:** Northeast Corridor Regional General Orders will be issued as needed, and will contain information relating to rules, procedures, or other instructions affecting the movement of trains. All Amtrak employees, **except those who are governed exclusively by the Northeast Corridor Employee Timetable,** will be governed by Regional General Orders, unless a rule or special instruction of the railroad over which they are operating specifically conflicts with these instructions. Summary Regional General Order numbers will be suffixed by the letters “SUM” and will contain all instructions in effect as of the effective date. They will supersede the previous Summary Regional General Order and all other Regional General Orders. Regional General Order(s) in effect will be indicated on the Bulletin Order.

1-S3. TEMPORARY SPEED RESTRICTION BULLETIN (TSRB)

Which TSRB Governs:

1)

TSRB (Name)	Lines Governed
Boston Dispatching Office	NHB, MRS, DB, MM
Wilmington Dispatching Office	PW, PH, WT, NYP (Zoo to MP 76)
New York Dispatching Office	NYS, NYT, HUD, PRB, NGB, NYP (NY to MP 76), LLC

The list of Supplemental Bulletin Orders at the top of a TSRB must only include documents that apply to the lines listed on that office's TSRB. For example, a Boston TSRB will not include NYT or NYS information, a New York TSRB will not include information west of MP 76 or 36SC, and a Wilmington TSRB will not include HUD, NYT or NYS information.

TSRB Effective Times:

TSRB'S will be effective at 5:00 A.M. daily. Each day's TSRB will supersede the previous day's TSRB and contain all current information.

TSRB Usage and Delivery:

Temporary speed restrictions will be issued by TSRB, except when it is more efficient to issue a restriction by Form D. TSRB's will also be used to indicate whether Supplemental Bulletin Orders and Supplemental Employee train Schedule Bulletins are in effect on the Lines on which the TSRB applies. If one or more Supplemental Bulletin Orders are in effect, a line located near the top of the TSRB will list their number(s). If none are in effect, the word “None” will be shown. Employees whose duties are affected must obtain a copy of the applicable TSRB(s) when reporting for duty and must have it with them while on duty. TSRB will be electronically transmitted to all major sign-up locations. Crews must examine TSRB to ensure that it is current, complete, and legible. If a train originates at a location where TSRB is not available, the crew must contact the Opr or Dspr for instructions.

Use of Speed Signs:

Speed restrictions must be listed in sequential order. The limits of the restriction must be designated by Timetable locations, mile post locations, signal locations, bridge numbers or catenary pole numbers. When speed signs cannot be displayed immediately, the Dispatcher must not use portions of a mile on the TSRB, unless used in conjunction with a physical characteristic location.

Trains Enroute at Effective Time:

Conductors and Engineers of trains enroute at the time a new TSRB becomes effective will be governed by the TSRB in their possession, until they receive a copy of the current TSRB. If the Dispatcher directs the crew to obtain the new TSRB at a location enroute, the crew must verify receipt with the Dispatcher.

Adding or Cancelling Restrictions:

Temporary speed restrictions will be added or cancelled on the TSRB, except when it is more efficient to add or cancel restrictions by Form D. Additions and cancellations to TSRB must not be copied by an employee operating the controls of a moving train.

When dictating or repeating changes to TSRB, employees must pronounce numerals digit by digit. Only authorized abbreviations may be used in TSRB.

When a restriction is to be added, the Dispatcher, or Operator when authorized by the Dispatcher, must dictate the restriction to the Conductor, Engineer, or other qualified employee on the affected train. The receiving employee must copy the additional restriction in the space provided on the TSRB. (**Note**: Additional restrictions may be written on the reverse side of the TSRB, if all space provided on the TSRB has been filled.)

When a restriction is to be cancelled, the Dispatcher, or Operator when authorized by the Dispatcher, will advise the Conductor, Engineer, or other qualified employee on affected trains as to which restriction(s) must be deleted.

Additional restriction(s) or cancellation information must be correctly repeated to the Dispatcher or Operator before “time effective” or “time canceled” is given. When giving the “time effective” or “time canceled”, the Dispatcher or Operator must state his initials. The receiving employee must copy the time and initials in the space provided on the TSRB, then repeat the “time effective” or “time canceled” and the Dispatcher's or Operator's initials.

The Dispatcher or Operator must acknowledge that the time and the initials were repeated correctly before the addition or cancellation may be acted upon. After the cancellation time and

initials have been acknowledged, the receiving employee must draw a line through the affected restriction(s). If communication fails before “time effective” is received, the train must not proceed until communication has been reestablished.

When a speed restriction addition or cancellation is given to more than one train, the “time effective” or “time canceled” will be the same for all trains and will be the time of the original addition or cancellation.

Blocking Device Protection for TSRB Additions:

When a TSRB addition is to be delivered at a location where crews are not required to call for orders, the Dispatcher must apply blocking devices to ensure that the train does not depart without the TSRB addition. These blocking devices must not be removed until the addition has been delivered or until the Engineer has acknowledged that he is to receive a TSRB addition. If the TSRB addition applies within 3 miles of the point of delivery, the train must be stopped. The TSRB addition must be delivered before the signal to proceed is displayed unless the Engineer has been fully advised of the situation.

Effective Period of Added Restrictions:

Speed restrictions added to a Boston Dispatching Office TSRB remain in effect until cancelled. Speed restrictions added to New York or Wilmington Dispatching Office TSRB's will be in effect for the initial move only and must be deleted (crossed out) when passed.

Dictation to Other Affected Employees:

The receiving employee must dictate addition or cancellation information to affected crew members before that information must be acted upon. When addition or cancellation information is relayed between employees, the dictating employee must follow the procedure outlined above for Dispatchers.

Relieved Enroute, or Tour of Duty Ends at Outlying Point:

When a Conductor or Engineer is relieved enroute, or their tour of duty ends at an outlying point, the TSRB must be delivered to and discussed with the relieving Conductor or Engineer. When physical delivery is impractical, the Conductor or Engineer must leave a copy of the TSRB in the operating compartment of the controlling engine. When the Conductor or Engineer of the relieving crew is unable to communicate with the crew they are to relieve, a member of the relieving crew must contact the Dispatcher to ensure they have received all current information before proceeding.

Retention of TSRB:

Upon completion of their tour of duty at other than an outlying point, Conductors and Engineers may discard their copy of the TSRB. EXCEPTION: When restrictions have been added or cancelled enroute, the last employee to possess the modified TSRB must retain it for 7 days.

Corrections to TSRB:

When errors are discovered in the TSRB after the faxing process has begun, the error must be corrected by Form D, or TSRB addition or cancellation. When two or more TSRB's with conflicting restrictions are faxed to recipients, a Form D Line 13 must be issued as follows:

For addition:

If not contained in your (DISPATCHING OFFICE) TSRB effective 5:00 AM (DATE) Speed Restriction (LINE) between/at _____ _____ on ___ Trk _____ MPH Psgr _____ MPH Frt Speed signs (IN/NOT IN) service

For cancellation:

If contained in your (DISPATCHING OFFICE) TSRB effective 5:00 AM (DATE) Speed Restriction (LINE) between/at _____ on ___ Trk _____ MPH Psgr _____ MPH Frt is cancelled.

1-S4. OPERATIONS STANDARDS UPDATES & OPERATIONS SERVICE ADVISORIES

Operations Standards Updates (OSU's) and Operations Service Advisories (OSA's) are issued by Operations Support and are available at crew sign-up locations.

OSU's modify the contents of the Service Standards Manual. Affected Train Service, OBS and Stations employees must read and comply with OSU instructions and must retain a copy of each OSU while on duty. OSU's remain in effect until they are incorporated into the Service Standards Manual as permanent revisions.

OSA's provide Train Service, OBS and Stations employees with information regarding the delivery of Amtrak service. OSA's are general in nature, or temporary in scope. Employees must read and comply with OSA's but need not retain them while on duty. OSA's do not modify the contents of the Service Standards Manual but remain in effect until fulfilled or cancelled.

OSU's and OSA's will be numbered sequentially, the number being prefixed by the last two digits of the current year. The number of the most recent OSU and OSA will be indicated on the train manifest. (See SI 4-S1)

1-S5. EMPLOYEE REGISTERS

Employee Registers are in service at all major crew sign up locations. Employees reporting for duty must ensure their books and bulletins are up to date and sign the Employee Register.

1-S6. IMCS & CAPITAL DELIVERY BULLETINS

IMCS Bulletins: will be issued as needed by the Director of Operating Practices and will contain information related to rules, procedures and other instructions to the Roadway Worker Protection (RWP), Electrical Operating Rules & Instructions (AMT-2), Special Instructions Governing Construction and Maintenance of Signals and Interlockings (AMT-23), Instructions for Testing Signal Apparatus and Signal Systems (AMT-27), and MW 1000 manuals. Bulletins are numbered consecutively according to the current calendar year and will remain in effect until superseded by the next IMCS & Capital Delivery Bulletin.

IMCS employees and Conductor Flags must read and understand all additions or changes to the manuals on which they are qualified for and must have them readily available for inspection or review upon request.

Posting Locations and Job Briefings: The IMCS & Capital Delivery Bulletin must be posted at IMCS & Capital Delivery crew bases and other locations where IMCS & Capital Delivery employees and Conductor Flags are required to report. Before beginning a tour of duty each IMCS & Capital Delivery employee and Conductor Flags must be familiar with the contents of all such bulletins and must cover all information during the job safety briefing.

1-S7. MOVEMENT OFFICE BULLETIN

Movement Office Bulletin (MOB) will be issued as needed by the Director of Operating Practices and will contain information related to rules, procedures and other instructions related to Movement Office Manuals which will supplement, not supersede, operating rules and special instructions. The Movement Office Bulletin will be issued as necessary, will be numbered consecutively, and will remain in effect until superseded by the next Movement Office Bulletin.
Movement Office employees who perform duties related to the movements of trains will be governed by these instructions. Movement Office Employees must maintain the MOB in effect while on duty, read and understand all movement office instructions before beginning a tour of duty.

The MOB in effect must be carried over in transfer records. (Example MOB No.2020-01)

2-S1. STANDARD TIME

1) Eastern Standard Time applies.

2) Effective 2:00 A.M. on the second Sunday of March, Standard Time must be advanced one hour. This is Daylight Saving Time.

3) Standard clocks must be advanced one hour at 2:00 A.M., and time changed to 3:00 AM, Standard Time. Employees advancing standard clocks must, as soon as the change has been made, compare time with the Dispatcher.

4) Offices where standard clocks are located, which are not open at 2:00 A.M., must advance clocks one hour at time the office is opened and compare time with the Dispatcher.

5) Effective 2:00 A.M., on the first Sunday of November, Standard Time must be set back one hour.

6) Standard clocks must be set back one hour at 2:00 A.M., and time changed to 1:00 A.M., Standard Time. Employees setting back standard clocks must, as soon as the change has been made, compare time with the Dispatcher.

Offices where standard clocks are located, which are not open at 2:00 A.M., must set back clocks one hour at time office is opened and compare time with the Dispatcher. When time changes, employees who are required by Rule 3 to use a reliable watch and are on duty when time changes, must adjust their watch as soon as possible without incurring delay to train movements. Employees must compare their watch with a standard clock or secure time from the Dispatcher as soon as practical after time changes. Employees can call the Naval Observatory Master Clock at (202) 762-1069 to obtain the correct time.

4-S1. JOB BRIEFING

Amtrak train and engine crew members must hold a job briefing at the beginning of their tour of duty and each time operational or safety conditions change after the initial job briefing.

Non-Amtrak crews are required to conduct a job briefing prior to entering Amtrak property and each time operational or safety conditions change after the initial briefing.

Amtrak Conductors are required to use the **Revenue – Initial Job Briefing Form (NRPC 3243) or Non-Revenue – Initial Job Briefing Form (NRPC 3272)** during their initial job briefings, and must retain it for inspection for five days. All applicable portions of the form must be reviewed and filled out to ensure that all safety critical information, all tasks to be performed, and each crew member's individual responsibilities are communicated to all members of the train crew. The Conductor is responsible for ensuring that all on-train employees participate in a job briefing, and for noting the name, date and time employees were briefed. On Board Service Employees who are on down time are not to be disturbed while at rest period. A note must be added to the back of the Initial Job Briefing Checklist form whenever an additional job briefing is conducted. When the Conductor is relieved en route, the relieving Conductor must sign the form and add the date and time that all pertinent briefing subjects have been discussed with all affected crew members.

Job briefings must cover the following types of information, if applicable.

1) **Bulletin Orders, TSRBs & Form Ds:** The Conductor, Engineer and any Assistant Conductor who is a certified Conductor must ensure they have a copy of all current Bulletin Orders in effect for the territory over which their train will operate. The Conductor and Engineer must also ensure they have a copy of all TSRB's, and Form D's in effect for the territory over which their train will operate. Crew members must discuss with each other all new and temporary restrictions that may affect their train's movement or their duties.

2) **General Orders, System General Road Foreman Notices, Operations Standards Updates & Advisories:** If a General Order, System General Road Foreman Notice or Operations Standards Update has been issued within the last five days, the Conductor and Engineer must ensure that all affected crew members have a copy of each applicable item.

   They must discuss with other crew members all new instructions and Operations Standards Advisories that may affect their duties, including operating rule of the day, if applicable, and customer service tip of the day.

3) **Equipment Restrictions (See S.I. 34-S3):** The Conductor and Engineer must discuss with other crew members the type of equipment they are likely to have in their train, the status of required air brake tests and MAP forms, if known, and the maximum speed and other restrictions associated with the equipment. If a train manifest is available, the Conductor must give the Engineer a copy. The Conductor must review the actual consist before departure. If the equipment is more restrictive than originally discussed, the Conductor must inform all crew members of the additional restrictions.

4) **Safety and Security:** The Conductor and Engineer must ensure all crew members are in possession of applicable personal protective equipment such as safety vests, safety glasses, gloves, proper footwear, etc. All crew members must:

   (a) Discuss any known or potential safety hazard, including weather conditions that the crew or passengers may encounter during the crew's tour of duty, and the actions that crew members will take to avoid the hazard.

   (b) Look up and discuss an applicable safety rule ensure understanding of its meaning, intent and application. Record the rule discussed under “Safety Instruction of the Day”.

   (c) Review security and emergency procedure-related information, including availability of on-board emergency tools.

   (d) Ensure compliance with hours-of-service limitations and that all crew members are properly rested.

   (e) Ensure compliance with proper use of electronic devices.

   (f) Proper identification for border crossings.

5) **Correct Time:** The Conductor must set his watch with a standard clock or time service and must ensure that the watches of other crew members indicate the correct time. Conductors must call the Naval Observatory Master Clock at (202) 762-1069 to obtain the correct time.

6) **Passenger Service:** Crews in passenger service must discuss the following additional items:

   (a) The scheduled station stops for each trip, including any special requirements.

   (b) Any private cars or groups that will be handled.

   (c) Who will work which cars.

   (d) Who will examine platforms leaving stations, in accordance with SI 940-S1.

   (e) Who will make train announcements.

   (f) Who will be responsible for door operation in accordance with SI 940-S1.

7) **Yard Service:** Crews in yard service must discuss the following additional items:

   (a) The specific jobs to be done or moves to be made, and each employee’s associated responsibilities.

   (b) The means of communication that will be used to control the movement.

(c) Who will be responsible for securing equipment that will be left unattended.

(d) If a back-up hose will be required, who will be responsible for connecting and testing the device.

8) **Reporting Clear or Releasing Main Track Authorities:** All crew members are jointly responsible, through job briefing, to ascertain and agree on the exact location that their entire train has passed before reporting past a specific point or clearing a main track authority (Form D).

9) **Securing Unattended Equipment:** All crew members are jointly responsible for the location and proper securement of any equipment left unattended. Crew members must review information relevant to securing the equipment comply with all applicable Safety Rules and AMT-3 instructions before, during and after the securement process. Information that must be reviewed includes:

(a) In yards, location where equipment is to be left to ensure it will not foul an adjacent track.

(b) Type of equipment to be secured, such as cars only, locomotives only, or cars and locomotives, and the amount, type and location of any cars containing hazardous materials.

(c) Number of handbrakes applied to secure the equipment, and number and location of chocks, if used.

(d) Means of testing to verify that securement measures are effective.

(e) Responsibilities of each employee involved in securing the equipment, including the identification of the crew member who will report the securement of equipment left standing on a mainline track or mainline siding to the train dispatcher.

(f) No passengers are detraining during the securement test.

(g) Any other relevant factors affecting securement.

10) **Designated Job Briefing Locations**

Train and Engine service employees must conduct their job briefing at the beginning of their tour of duty at the following locations:

LOCATION	CONDUCT JOB BRIEFING IN:
All Locations	
Work Train Crews Reporting for Duty at Outlying Points	Locomotive at the starting point of assignment

LOCATION	CONDUCT JOB BRIEFING IN:
Washington to Philadelphia and Philadelphia to Harrisburg	
Washington Terminal - Road Crews	Crew Dispatcher's Office, Transportation Building
Washington Terminal - Yard Crews	Station Sign-Up - Assigned locomotive, or yard crew room in Track 7 Terminal Service Building Coach Yard Sign-Up - Assigned locomotive, or Coach Yard Building
Martins MARC Facility	T&E crew room
Odenton MW Base	T&E room, second floor

LOCATION	CONDUCT JOB BRIEFING IN:
Washington to Philadelphia and Philadelphia to Harrisburg	
Baltimore Station	T&E room, basement
Perryville MW Base	T&E room, first floor
Wilmington Shops	T&E room, building 23, adjacent to backshop
30th Street Station, Philadelphia	Sign-up room across from T&E lounge, adjacent to valet parking window.
Race Street Engine House	T&E locker room, second floor
Lancaster Station	MW locker room
Harrisburg Station	T&E lounge

LOCATION	CONDUCT JOB BRIEFING IN:
New Jersey to Boston and St. Albans	
Adams MW Base	Cafeteria
Penn Station, NY	Job Briefing room, NY Crewbase area adjacent to main T&E lunchroom.
Sunnyside Yard	R Tower
New Haven - Road, Yard, CDOT Road crews	Motor Storage Office
New Haven - CDOT Yard crews	CDOT Maintenance Facility
Southampton Street - Yard Crews	Yardmaster's Office, Southampton Street Yard. **Note:** Yardmaster must be included in the job briefing.
Springfield	Crew sign-up room, Springfield station
Boston	Crew sign-up room, South Station - lower level, east wing, main corridor.
St. Albans	Crew sign-up room, St. Albans station

4-S2. CONDUCTOR PILOT JOB BRIEFING: TRACK CARS

A Conductor assigned to pilot a track car must conduct a job briefing with a Road Foreman or Trainmaster before assuming duty on the track car. The employee so assigned must call the Chief Train Dispatcher to determine the Road Foreman or Trainmaster on duty. The job briefing must include a review of the operating rules and instructions applicable to the assignment, which typically include, but are not limited to rules 121.G, 162(b), 241, 605, 802, 803, 805, 807, 808, 809, 811, 812 & 815.

4-S3. CREW RESOURCE MANAGEMENT (CRM)

Crew Resource Management addresses the human element of people working together in safety sensitive conditions with highly sophisticated technology. When applied to the railroad industry, it can be seen as the effective use of all resources to achieve safe and efficient train operations.

Crew Resource Management is comprised of:

- A comprehensive system for improving crew performance.
- A process that addresses the entire crew and other related staff, such as yardmaster, dispatcher, utility employee, or a locomotive engineer performing duties as a pilot.
- A heightened awareness of attitudes and behaviors of crew members and their impact on safety.
- A forum that allows the individuals to examine their behavior and make individual decisions on how to improve teamwork.
- A focus on the function of crew members as teams, not as a collection of technically competent individuals.

Three primary tools for employees to use to achieve Crew Resource Management are:

1) Technical Proficiency
2) Situational Awareness
3) Communication and Teamwork

The following information refers to crew members but is applicable to all railroad employees working together or interacting with other crafts in the course of their duties.

How to use Technical Proficiency:

1) Use rule classes to further your knowledge of operating rules. Ask questions to resolve conflicts where the practice does not seem to comply with the rule.
2) At any time, call Operating Practices or your manager to get an answer to your rule’s questions.
3) In situations where the application of a rule may not be clear to you, review the rule before acting. Look it up and discuss it with other crew members.
4) Comply with the letter of the rule at all times. Don't assume that only a portion of the rule applies to a particular situation unless the rule clearly states so.

How to use Situational Awareness:

1) Workload distribution: Use other crew members to take some of the workload off you, especially in critical situations. Ask them to look up a rule, handle the radio, and take care of the passenger problem so you can handle the operational situation.
2) Set priorities: In some situations where there are too many tasks to perform, learn to identify and take care of the ones that are the most critical. You may not like to give up some tasks, but it is important that you know your limits and take steps to stay within them. If you are too busy to answer the dispatcher, don't.
3) Recognize deteriorating situations: If things are going from bad to worse, take time out to step back and sort it out. Stop the train, if necessary. Too many accidents have occurred because crew members could see that the situation was deteriorating but failed to do anything about it.
4) Verbalize concern: Sometimes you are the only member of the crew who recognizes a potentially dangerous situation. Let other crew members know of your concerns so that they may help develop a solution.

How to use Communication & Teamwork:

1) Set the tone for teamwork: Start with the first job briefing to demonstrate your willingness to work as part of a team. If you are conducting the briefing, encourage participation initially and as the trip progresses. If you are not conducting the briefing, participate fully, ask questions, and determine what will be expected of you.

2) Use appropriate persistence: No matter what your position in the crew, speak up if you are in doubt about what is happening. Your communications with other crew members should be:

   - Timely - don't wait until it's too late.
   - Clear - if you have a specific concern, clearly state it (did we get the ABC block?)
   - Focused - important communications should be handled apart from other discussions. Ask about two different subjects - you'll usually get the answer and attention to the one of least importance.

3) Propose a solution: Nobody likes to be challenged or have a mistake pointed out. Use tact when appropriate. "Do you need help with that dual control switch?" is much better than "Don't you know how to operate that switch?"

4-S4. STERILE OPERATIONS

“Sterile Operations" is a best practice that supports safe operations by reducing and eliminating distractions or activities unrelated to an operational task. If an employee notices a distraction or unsafe situation taking place, they are expected to take action to refocus their attention by stating the nature of the distraction or unsafe situation to all employees involved and if necessary, stop the activity. The communication should be clear and concise, and employees should take appropriate actions to refocus their attention on the operation.

(a) Sterile Operations will be discussed during initial job briefings.

(b) Employees are to remain focused on operational duties crucial to train or equipment movements by refraining from any conversation or activity not related to the task-at-hand.

(c) Sterile Operations do not supersede any operating rules or instructions requiring actions or communications that normally take place during operational tasks. “Sterile Operations” is a guideline designed to support Crew Resource Management (CRM*).

Some examples of when the principles of Sterile Operations should be applied include, but are not limited to the following:

- Shoving operations or operating equipment from other than the leading end.
- Operating on main track at Restricted Speed.
- Complying with any signal requiring a stop or operating under an Approach or Restricting signal.
- Copying, conveying, or releasing mandatory directives.
- Entering, operating through, and exiting the limits of mandatory directives (e.g., temporary speed restrictions, working limits, out-of-service tracks, protecting grade crossings).
- Working within areas of confined space, electrical systems, or hazardous materials.
- Actions requiring Lock-out Tag-out or blocking device application.

To establish Sterile Operations, employees that are a part of the operation or task, must refrain from performing any activities not related to those required for safe operations. During these times, all employees involved must reduce activities, radio transmissions and conversations to those related only to the task for which Sterile Operations is applied.

10-S1. FUSEES

On account of fire hazard, lighted fusees must not be displayed on open deck bridges, moveable bridges, trestles or in the vicinity of areas where fuel oil or flammable liquids are present nor in the following territory unless necessary to prevent an accident:

- Between East Portals of East River Tunnels and West Portals of North River Tunnels.
- Between Fulton and Biddle Street.

16-S1. BLUE SIGNAL PROTECTION: SIGNAL LOCATIONS

The following instructions apply where Amtrak employees or contractors utilize blue signal protection:

1) On either main track or other than main track, whenever a blue signal is required to be attached to the controlling locomotive and visible to the Engineer or operator at the controls, such signal must be located on the control stand or console. Displaying a blue signal on the exterior of the locomotive, such as a blue flag attached to the Engineer's window, will not be considered to be readily visible to an employee at the controls.

2) On main track, whenever a blue signal is required to be placed at each end of rolling equipment, such signal must be located either at the extreme end of the equipment or in advance of the equipment. Displaying a blue signal on either side of the equipment, including a blue flag attached to the Engineer's window, will not be considered as being displayed at the end of rolling equipment.

   Exception: This instruction does not apply at mechanical facilities under the exclusive control of the Mechanical Department, where alternate methods of blue signal protection provide full protection in compliance with all blue signal rules.

19-S1. WHISTLE or HORN FAILURES

In the application of NORAC Rule 19:

If the engine whistle or horn on the leading end of the movement fails en route, the Dispatcher must be notified, and a crew member must immediately take position at the next operable forward-facing horn or whistle on the train. The Engineer must be able to communicate with this employee to instruct him when to sound the required whistle or horn signals. If these conditions cannot be met, the Engineer must take the following actions until the whistle or horn is repaired:

1) Notify the Dispatcher immediately.
2) Reduce speed to not exceeding 30 MPH.
3) Ring the bell continuously, if equipped.
4) Stop before each public highway crossing at grade and provide on-ground warning until the crossing is occupied, unless:
   (a) Automatic crossing warning devices are functioning properly, or
   (b) No traffic is approaching or stopped at a crossing not equipped with automatic crossing warning devices.

19-S2. PORTABLE WHISTLE SIGNS

Portable Whistle Signs are used by IMCS employees to provide Locomotive Engineers with advance warning that MW employees are working ahead. These signs have a reflective orange background, are oval in shape (1 foot wide by 2 feet high) and display a black letter **"W"** in the middle. They are placed to the right of affected tracks, and sufficiently in advance of the work area to provide adequate warning. Engineers observing a Portable Whistle Sign **on any track** must sound the engine whistle or horn in accordance with Rule 19(d).

19-S3. HORN SIGNAL USED BY DISPATCHERS OR OPERATORS

The following horn signals may be used by Train Dispatchers or Operators at interlocking stations, remotely controlled interlockings, control points or other designated locations where equipped. The signals are illustrated by "o" for short sounds and "___" for long sounds.

SOUND		INDICATION
a)	____ (one long sound)	All movement within interlocking limits must stop immediately
b)	o (two short sounds)	Normal movement may be resumed after receiving the proper signal or permission of the Dispatcher or Operator.
c)	o (three short sounds)	Whistle or Horn Test
d)	o (four short sounds)	Signal Maintainer must call the Dispatcher or Operator
e)	o (five short sounds)	Electric Traction (ET) Foreman or employee must call the Dispatcher or Operator
f)	o (six short sounds)	Track Foreman or employee must call the Dispatcher or Operator

19-S4. ENGINE HORN APPROACHING PASSENGER STATIONS

Trains not making a station stop, while approaching a passenger station on a track immediately adjacent to the station platform, must sound one long sound of the engine horn. This horn signal is not required between the hours of 9:00 PM and 6:00 AM, unless the engineer observes passenger(s) on or near the station platform or visibility is obscured.
This instruction does not apply at locations where special instruction 34-B1 or 34-P1 is in effect or within the confines of the following stations: Boston Back Bay, Providence, RI, Albany, Penn Station New York at A, JO, C, and KN Interlockings, Secaucus NJ, or 30th Street; except when approaching Roadway Workers or in emergencies.

20-S1. ENGINE BELL and STROBE LIGHTS

Ringing of engine bell may be omitted while operating through tunnels.
EXCEPTION: Engine bell **must be rung continuously** within the confines of the Empire Tunnel and the Riverside Park Overbuild and within B&P and Union Tunnels.

Model F40PH engines and AEM-7 engines must have Signal Light Circuit breaker in service. Two WHITE strobe lights mounted on top of the operating cab will operate automatically whenever the engine bell is used.

22-S1. AUXILIARY LIGHTS

Engines that are equipped with strobe lights alone (i.e., no ditch lights, crossing lights or oscillating light) must not exceed 40 MPH when operating over public crossings at grade.

22-S2. DITCH LIGHT (AUXILIARY LIGHT) SWITCH

The ditch light (auxiliary light) switch facing the direction of movement on all trains and engines must be placed in the ON position at all times except:

1) While standing or passing through yards where other engines are working.

2) When approaching a station where a Form D is to be received.

3) When approaching junctions or terminals.

4) When standing or moving on a main track at meeting points.

5) When standing or when approaching another train operating in the opposite direction in multiple track territory.

When approaching or passing over public highway crossings at grade, the ditch light (auxiliary light) must not be turned off.
Note: HST's and HHP-8 locomotives are equipped with a four-position ditch light (auxiliary light) switch. When the ditch lights must be displayed this four-position **switch must be placed in the ON position**, not the AUTOMATIC position.

24-S1. LIGHT SENSITIVE PORTABLE MARKING DEVICES ON REAR OF PASSENGER TRAINS

Passenger trains with a non-passenger carrying car on the rear may operate with a light sensitive portable marking device that illuminates only at night or when otherwise activated by low light conditions.

34-S1. AMFLEET, CAPITOLINER CONTROL CARS, CDOT CONTROL CARS AND SPV CARS: AIR BELLOWS

Instructions when the air bellows become over-inflated or under-inflated (deflated) are as follows:

1) When under-inflated no action is necessary except to report occurrence on Form Map 21-A.

2) When over-inflated the speed of train must be reduced (see Special Instruction 37-S5) and the air bellows deflated as soon as practicable.

Instructions to deflate the air bellows are:

(a) Locate “Air Spring Cut Out” badge plate on the car side sill (each end of car).

(b) Close both “Air Spring Supply Cocks” on end affected. The cocks are located near the badge plate, have YELLOW handles and are tagged.

(c) Open the “Deflate Air Spring Valve.” It is located near the air spring supply cocks and has a RED handle.

(d) After the air bellows are deflated normal speed may be resumed.

If the car is not equipped with a “Deflate Air Spring Valve” follow instructions (a) and (b) and operate per Special Instruction 37-S5, to next terminal. The Dispatcher must be notified as soon as possible.

34-S2. BRAKING AT SPEEDS IN EXCESS OF 110 MPH AMTRAK PSGR EQUIPMENT

When operating at speeds in excess of 110 MPH, a full-service brake application must be made whenever a reduction in speed is necessary in order to comply with fixed signal or cab signal indication. Once it is ascertained that the required speed will be affected, a lesser degree of braking may be used.

34-S3. PASSENGER TRAIN CONSIST

In accordance with Special Instruction 4-S1, Conductors of trains operating on the Amtrak Northeast Corridor must review the consist of their train before leaving their initial terminal, at crew change locations, or before entering the Amtrak Northeast Corridor, and must have a job briefing with their Engineer and other crew members to discuss the maximum speed and other restrictions associated with their equipment.
If a car in the train is restricted to a speed less than the maximum speed of the train’s normal consist, the Conductor must notify the Dispatcher, in addition to all crew members. Dispatchers notified of such restrictions must inform the connecting dispatching district.
Conductors and Engineers of passenger trains consisting of cars that are not listed in the Timetable, must not leave their initial terminal without a train manifest, Form D or Passenger Name Record (PNR) indicating the maximum speed for equipment and any pertinent movement restrictions.
All passenger cars that are not listed in the Timetable, will be assigned a classification code letter to indicate the status for operation on Amtrak property (see SI 37-S5). The following letters indicate any restrictions:

A No restrictions.

B Must not operate in third rail territory between Hudson and CP 216, and between Penn Station and CP 12. Must not operate on No. 27 track south of 16RC signal in Washington Terminal.

C May operate in Washington Terminal on all tracks, except: From H Signal Bridge to and including Station Tracks 13, 14 and 17 through 20, and on No. 27 track south of 16RC signal. Must not operate on any other tracks of the Northeast Corridor.

D May operate in Washington Terminal on all tracks, except: From H Signal Bridge to and including Station Tracks 12 through 14, and 17 through 20, on No. 27 track south of 16RC signal, and north of K Signal Bridge on Track 42. Must not operate on any other tracks of the Northeast Corridor.

34-S4. BRIDGE PLATES: ASSISTING MOBILITY IMPAIRED PASSENGERS

Train crews are to assist mobility impaired passengers in getting on and off trains by using the metal **bridge plates** that are available at the stations listed below, for trains operating as indicated. Bridge plates are stored in black containers which can be opened by coach key or are secured by chain and 102 switch key operated padlock. After use, bridge plates must be returned to their containers, and container doors locked. Train crews who find bridge plates missing, or locks or containers damaged, must inform the Dispatcher.

NHB Line: New London.
NYP Line: Newark Penn Station (Trks 1 & 3); Newark International Airport (3 plates per platform, at ends of station building & center of platform); Metro Park (2 plates per platform, at ends of overhead canopy);

New Brunswick & Princeton Jct. (1 plate on each platform adjacent to elevators); Trenton (2 plates on Trks 1 & 4); Cornwells Heights, east & west (equipped for SEPTA & Amtrak trains).
PH Line: Exton (east & west); Bryn Mawr, Thorndale (west only).
PW Line: Churchman's Crossing, No. 1 Trk only; 30th St. Phila. (Stored at stenciled locations without containers: 2 numbered bridge plates each platform, odd numbered behind south end stairway near platform telephone location, even numbered next to blocked off stairway north of elevator).

34-S5. MARYLAND DOT CARS: TRAP DOOR OPERATION

Passenger cars MARC II series 7700-7735, 7745-7762, 7791-7799, MARC III series 7800-7834, 7845-7858, 7870-7876, 7890-7896, and MARC IV series 8000-8033, 8045-8059, 8090-8094 are provided with release levers to enable an employee on the ground to raise the trap door. Employees may use this lever for that purpose, exercising caution to prevent injury. Employees are permitted to close trap door while standing on the ground for the purpose of securing equipment and Paragraph “c” of Safety Instruction 3.20 will not apply to employees performing service with this equipment.

34-S6. TRAINS TURNING AT THORNDALE, MARCUS HOOK OR WILMINGTON

Passenger trains turning at Thorndale, Marcus Hook or Wilmington stations may reverse back to Thorn, Hook or Wine after the home signal is seen to display a proceed indication, and the track to the home signal is seen to be clear. Movement must operate at Restricted Speed until governed by a more favorable signal.

34-S7. SC-44 CHARGER LOCOMOTIVES

1) **Engine Room**

Employees must not enter the locomotive engine compartment unless the locomotive is stopped and is idling or shut down. Employees should immediately exit the engine compartment when the diesel engine RPM’s increase above an idle status.

Note: Employees may enter the machine room (rear compartment) to protect shove movements in accordance with part “2” of this instruction.

2) **Traction Control Unit (TCU) Gas Sensor Alarm**

The Traction Control Unit (TCU) on SC-44/ALC-42 locomotives as identified are equipped with a Gas Sensor system to detect potentially combustible gas emitted from failures of the capacitors.

When the Gas Sensor detects gas a “Gas Alarm” will sound an audible and visual alarm in the rear compartment. A “Gas Alarm” message and fault code will be displayed on the TOD, and a Fire Alarm indicator will flash in the cab of the locomotive. If the locomotive with an active Gas Alarm is trailing an MU alarm will occur in the lead locomotive or control car.

Actions Required for an active Gas Alarm:

- Person(s) in the rear compartment will evacuate to the cab
- Locomotive Engineer will stop the movement when conditions permit, if possible, avoiding tunnels or under any type of structure
- Shut down the affected locomotive, and do not attempt to restart
- Contact the train dispatcher

- Make note on the ECR-100/MAP-100, and tag the locomotive with “GAS ALARM – DO NOT START ENGINE”

3) **ALC-42 Siemens Charger (300-374) Operating Restrictions**

The following restrictions apply to operation of ALC-42 locomotives (300-374) until further notice

(a) ALC-42 locomotives must not operate in the leading position in:

- ACSES territory where the system is required, account system not certified for operation, OR
- ITCS territory where the system is required, account locomotive not equipped with ITCS.

(b) ALC-42 locomotives must not operate in MU configuration with P32AC-DM locomotives, account identified incompatibilities when using standard MU cables.

34-S8. PASSENGER CAR DOOR OPERATION

1) Trains in passenger service must not be operated with an open passenger car door, and the automatic door function must not be bypassed, except:

- As specified in SI 940-S1 for platform inspection departing or arriving at a station.
- In the event of a mechanical failure that prevents a door from closing. A crewmember must be stationed at the open door.

  Note: When a crewmember must perform on-ground functions outside of stations, the exited door must be properly secured closed, or another crew member must be stationed at the open door.

2) If an en-route mechanical failure requires a passenger car door to be bypassed, or prevents the door from closing:

(a) The procedures in AMT-3, 2.19.6 “En-Route Non-Running Gear Defect/Action Table” must be followed.

(b) QP or QMP must determine that it is safe to remain in passenger service.

(c) Defects are reported on EMAP 21A.

(d) The Conductor must notify CNOC Mechanical desk (1-800-424-0217) and the Dispatcher as soon as possible without delaying train.

(e) Dispatchers must not order a train in passenger service to proceed with a car door mechanical failure unless the requirements of items a) through d) are met.

34-S9. KEYSTONE SERVICE EQUIPMENT WITH ECP BRAKE SYSTEM ACS-64 ENGINE 670 AND AMFLEET COACH CARS 82610, 82629, 82637, 82628; CAB CAR 9644

This equipment will operate in revenue Keystone Service. Conductors, Assistant Conductors and Engineers must ensure that the 230V ECP train line power will be de-energized when requesting 3-Point-Protection in addition to all other steps required by 3-Point-Protection. Procedures are outlined in the applicable SGRFN.

34-S10. M-8 MU ELECTRIC CAR OPERATIONS

1) **Carrying Fusees**

M-8 MU Electric Equipment is exempt from carrying fusees.

2) **M-8 MU Electric Car Towing Instructions**

- When M-8 MU Electric Car equipment is moved in Tow with compromise coupler, the controlling locomotive must have the brake valve set as “direct release” and the Maximum Authorized Speed must not exceed 30 MPH.
- When M-8 Electric Car equipment is operating in AC Electric Mode, the consist cannot exceed 4-cars.

(a) **Isolating Brake Equipment**

The Dispatcher must be notified when any portion of the train brake(s) has been isolated.

- Service Brake Cutout Cock (SBCO) allows air to pass in the normal position and cuts off the flow of air in the cutout position. When the SBCO is placed in "Cutout", brake cylinder pressure for a service brake application is released on that car. Emergency and dynamic brakes are still available on that car.
- Brake Cylinder Cutout Cock (BCCO) will isolate the tread brake unit (TBU), disc brakes, service, and emergency airbrakes on that single truck of the car. The dynamic brake will remain effective.
- Inshot Magnet Valve (ISCO) will isolate the Tread Brake Unit (TBU) in that one truck in the car. Anytime the SBCO and BCCO are cut out, the Inshot Magnet Valve must also be cut out.
- A RUNNING BRAKE TEST must be performed where any action has been taken that could lessen the effective braking en route.

(b) Standard Towing Procedures M-8 Equipment with A Locomotive

1) Apply Parking Brake(s) on consist as needed to prevent movement.
2) All Pantographs on the M-8 cars must be down and locked.
3) Ensure MC handles on ALL M-8 Cars are Keyed Out.
4) Cut out either interior or exterior Service Brake Cut-out (SBCO) on every car.
5) Cut out either interior or exterior Emergency Magnet Valve Cut-out (EMVCO) on every car.
6) Cut in either interior or exterior Loco Haulage Cut-out (LHCO) to TOW position on every car.
7) Cut out the Main Reservoir Supply Cut-out Cock, this must be done on each car from outside the car.

8) Apply N6/AAR compromise coupler.

9) Couple locomotive to M-8 equipment and apply Independent Brake.

10) Adjust Brake Pipe pressure in the towing locomotive to 110 psi and couple the Tow Hose from the M8 to the locomotive Brake Pipe hose.

11) Move the Three-way Loco Haulage Service Valve to LOCO HAUL position only on the F-end of the M8 car coupled to the locomotive

12) Slowly open the Brake Pipe Angle Cock on the locomotive placing it into its fully open position.

13) Perform an Initial Terminal Brake Test.

14) Release Parking Brake(s).

NOTE 1: The interior Service Brake Cut-out (SBCO), Loco Haulage Cut-out (LHCO) and the Emergency Magnet Valve Cut-out (EMVCO) are located in the center of every car where the 3 seaters are back-to-back.

NOTE 2: M8 equipment in tow will be classified as Freight, the locomotive's Brake Valve Pilot Cutout must be maintained in the FRT (Freight) position.

(c) **Emergency Towing Procedure For M-8 Equipment with A Locomotive**

Emergency Towing must only be performed under the direct supervision of a supervisor. Equipment set-up for Emergency Towing will only have Emergency Brake available with No Service Brake. Equipment must be moved at Restricted Speed. To set equipment up for Emergency Towing, perform the following procedures:

1) Apply Parking Brake(s) on consist as needed to prevent movement.

2) Apply the N6/AAR compromise coupler.

3) Couple the locomotive to the disabled MU equipment and apply the Independent Brake.

4) Attach the towing locomotive's Brake Pipe hose to the disabled MU's Tow hose.

5) Move the Three-way Loco Haulage Service Valve to LOCO HAUL position only on the F-end of the M-8 car coupled to the locomotive.

6) Slowly open the Brake Pipe Angle Cock on the locomotive placing it into its fully open position.

- Cut-out/Changes required:
- Cut out all Emergency Magnet Valves (EMV) on A, B and S-cars within consist.

- Cut out Service Brake Cut-outs (SBCO) on A, B and S-cars within consist.

7) Shut off (open) Air Supply Unit circuit breakers CB-007, located in the B- cars only.

8) Note: No other valves are required to be used at this time.

9) Adjust Brake Pipe pressure in the towing locomotive to 110 psi.

10) Reduce Brake Pipe pressure by 15 psi, use air gauge on rear car to verify reduction in BP for continuity.

11) Place the controlling Locomotive into emergency, verify emergency on all cars.

12) Remove all parking brakes.

13) Recharge Brake Pipe to 110psi and visually verify that all brakes are released.

(d) **Uncoupling Units**

To uncouple M-8 equipment, the following instructions apply:

1) Apply hand brake(s) on section left standing.

2) Key-in and charge train with master controller in MAX BK position to 130 psi (minimum).

3) Place reverser in “REV” position and depress uncoupling valve until you hear both coupler latches retract.

4) Move master controller into powering position, moving away from the “cut”. Allow 10-15 feet between units to prevent potential “roll-back” re-coupling of cars. NOTE: Assure Emergency brake(s) apply on the cars left standing. “SQUEEZING” the couplers may be necessary to reduce coupler latch binding or when manually uncoupling the units. EXTREME CAUTION must be exercised to assure cars left standing do not move. To use this method.

5) Place reverser in “FWD” position and depress uncoupling valve.

6) Move master controller into powering position, moving towards the “cut”.

7) Quickly move master controller into braking position. Should this conventional uncoupling method fail, it may be necessary to have a second qualified person operate the uncoupling valve, located in the control cab of the units left standing, opposite the operating cab, and repeat process, or have units mechanically separated with a wrench.

3) **Brake Tests**

Class IA Brake Test:

(a) Apply parking brake(s) necessary to prevent movement.

(b) Place master controller (MC) handle into “MAX BK” and charge train.

(c) Observe Brake Applied Light

(d) Entire train must be inspected to assure:

1) All brakes have applied.

2) Brake shoes and pads are in good condition and aligned with the wheel

3) Tread and Disk surface.

4) No leakage is observed. Pneumatic hoses are properly coupled, and cutout cocks are in their correct positions.

5) Electrical connections (jumper cables) in place and in good condition

6) Pneumatic and electrical connections are secured for 3" rail clearance.

(e) Upon proper signal, place MC into “COAST”.

(f) Entire train must be inspected to assure brakes release and each brake shoe is clear of the wheel tread surface

(g) Upon signal, place MC into “MIN BK” position. Wait approximately 30 seconds, do not acknowledge alertness device, and observe a penalty brake application.

(h) Acknowledge and move MC into “MAX BK” to reset penalty brake application.

(i) Pull conductor's valve in rear unit and observe that TOD and air gauge in the lead control cab shows 0-psi BP. Reset Conductor’s Valve.

(j) Reset Conductor’s Valve.

(k) Place MC handle into “MAX BK” position and charge train

(l) Release parking brake(s).

(m) Upon proper signal, place MC into “COAST” and observe brake release light

(n) Place MC into “MAX BK”.

Class II Brake Test:

(a) Apply parking brake(s) necessary to prevent movement

(b) Place MC into “MAX BK” and charge train

(c) Observe Brake applied light

(d) Observe service brake application in rear unit

(e) Upon proper signal, place MC into “COAST”

(f) Observe brake release on the rear unit

(g) Upon signal, place MC into “MIN BK” position. Wait approximately 30 seconds, do not acknowledge alertness device, and observe a penalty brake application

(h) Acknowledge and move MC into “MAX BK” to reset penalty brake application

(i) Release parking brake(s)

(j) Place MC into “COAST” and observe brake release indication

(k) Place MC into “MAX BK” position

Running Brake Test

When train speed is below 8 MPH, apply brakes with the MC.

- Observe that the BC pressure increases, and brakes apply with sufficient force to retard movement.
- When train speed is above 20 MPH, apply brakes with sufficient force to determine Dynamic/Blended brake functions properly.

Failed Running Brake Test: Train must be stopped immediately if air brakes do not operate properly. Repeat running test after cause of failure has been ascertained and corrected. The Dispatcher must be notified if dynamic brake does not operate properly.

Air Pressure: Normal brake pipe pressure for M8 Equipment is between 130-150 PSI.

4) **M-8 MU Electric Cars Door Troubleshooting**

No Door Closed Light

1) Identify a door with faults and/or closing problems using the CDS screen.

2) Identify the car using exterior door lights.

3) Identify the vestibule with a door problem using interior indicators.

4) Lockout the door by throwing the mechanical lever (in the vestibule behind the access panel).

5) If still unable to obtain door light, the crew must verify that all doors are closed, operate door bypass, and notify the Dispatcher.

Unable to Close Multiple Doors

- Verify that there are no zone/thru switches thrown. This can be seen on CDP.
- Verify that there is no additional door control panel keyed in.
- Check for applicable door faults.

5) **M-8 MU Electric Car Hot Bearing**

Journals equipped with heat sensitive cartridge and will emit smoke and odor if a hot bearing is reported. Inspect reported bearing for heat, place the 200 Degree F Tempilstik behind the roller bearing cap on the roller bearing cup.

Proper Tempilstik placement



35-S1. FREIGHT OPERATION

A **6:00 AM to 10:00 PM RESTRICTION**

The following trains must not exceed 30 MPH between 6:00 AM and 10:00 PM on any Amtrak dispatched line except the PH, HUD, MRS and PRB Lines: **(1)** Work trains; **(2)** Freight trains; **(3)** Light or multiple light engines.

Exceptions:

1) **Equipment:** This restriction does not apply to track cars, or Amtrak, MARC & NJT light or multiple light engines.

2) **PW & NYP Lines:** This restriction does not apply to NS solid TV trains. (A TV train is a freight train consisting entirely of equipment designed to carry trailers, containers, or Roadrailers.)

3) **NHB Line:** This restriction does not apply to trains that are equipped with operative on-board ACSES apparatus and are operating in territory where PTC Rules 580-590 are in effect.

B **Oil & Ethanol Train Restriction**

The following trains must not exceed 40 MPH on any Amtrak dispatched line: (1) Trains transporting 20 or more tank cars in a continuous block which are loaded with crude oil, ethanol, or a Class 3 flammable liquid. (2) Trains containing 35 or more tank cars loaded with crude oil, ethanol, or a Class 3 flammable liquid.

35-S2. BACK UP MOVEMENTS

When backing freight trains, a minimum of three and not more than five hand brakes must be applied on rear to prevent slack running out on a descending grade.

35-S3. LOCOMOTIVE POWERED AXLE REQUIREMENTS

Locomotive Operation:

Unless otherwise restricted by employing railroad equipment operation and handling rules or Amtrak Special Instruction, no more than the equivalent of 27 conventional powered axles may be operated under power on the head end of a train. Locomotive engineers should restrict maximum tractive effort when operating through turnouts and crossovers, exercising care to avoid slack.

(Note: Locomotives with high adhesion axles are equivalent to 1-1/3 non-high adhesion powered axles. Alternating Current (AC) traction motor equipped locomotives are equivalent to 1-1/2 non-high adhesion powered axles.)

Helper/Pusher Service Locomotives:

Unless otherwise restricted by employing railroad equipment operation and handling rules or Amtrak Special Instruction, Helper/Pusher Service locomotives must not exceed the equivalent of 18 powered axles. Locomotive engineers should restrict maximum tractive effort when operating through turnouts and crossovers, exercising care to avoid slack.

Norfolk Southern Distributed Power (DP) Locomotives:

Unless otherwise restricted by employing railroad equipment operation and handling rules or Amtrak Special Instruction, the powered axle count for DP remote consists must not exceed 18 powered axles.

Locomotive engineers should restrict maximum tractive effort when operating through turnouts and crossovers, exercising care to avoid slack. (Note: Locomotive dynamic brake axle count for DP remote consists must conform to the applicable NS Rules for Equipment Operation and Handling instructions for dynamic brake axle limitations applicable to a head-end consist.)

35-S4. FREIGHT TRAIN CAR LIMIT

Freight trains must not exceed 135 cars, with the following exceptions:

- Trains operating between New York to Huffmans (HUD) must not exceed 11,300 feet.
- Trains which are not equipped with operating telemetry devices and are operating without a caboose on the rear must not exceed 50 cars.
- Trains consisting entirely of empty hopper cars, must not exceed 150 cars. (See SI 35-P1)
- Trains consisting entirely of empty Jenny type hopper cars, must not exceed 180 cars.
- Trains consisting entirely of TPIX (Tropicana) cars, must not exceed 65 cars.
- Mineral Trains operated between Charles and Fulton (PW) must not exceed 10,600 tons and are limited to 80 cars.

Table of Required Train Length – Cold Weather

When the ambient temperature is 19°F or less, train lengths are indicated below. Distributed power operations should take these lengths into account as distance from nearest air source.

TRAINS WITH HEAD END BRAKE PIPE SUPPLY ONLY	
Ambient Temp. °F	**Feet**
15° to 19°	7,500 feet
10° to 14°	7,000 feet
5° to 9°	6,500 feet
0° to 4°	6,000 feet
-1° to -5°	5,500 feet
-6° to -10°	5,000 feet
-11° to -15°	4,500 feet
-16° to -25°	4,000 feet

35-S5. MINERAL TRAIN

A train containing 25% or more of cars loaded with coal (see “Note” below), ore, stone, sand, clay, or grain will be classified as a Mineral Train. Conductor or Engineer must notify the Dispatcher or Operator that they are entering Amtrak territory with a Mineral Train. (See S.I. 37-S4.)

Note: This instruction does not apply to trains containing 25% or more of cars loaded with coke.

35-S6. CWR-RAIL TRAINS

1) Except when in working mode loading/unloading rail, the bulkheads on loaded trains with Tunnel Cars in consist will be locked in the upright/closed position. Rail trains not equipped with a bulkhead car must have a buffer car on both ends of the train when moving to/from work locations. Speed will not exceed 3 MPH when loading/unloading rail.

2) Loaded CWR Trains must be accompanied by a qualified M/W employee and not exceed 20 MPH when:

   (a) Tunnel car bulkheads are in the down/open position, OR

   (b) Trains not equipped with tunnel cars in consist and are operating without buffer cars, OR

   (c) While rail is threaded through Rail Loading/Unloading Unit.

3) Rail pickup train, Power car 15297, Companion cars 15295 and 15296, and Threader car 15298. Operation at normal freight train speeds is permitted when rail is threaded within this consist provided:

   (a) Rail is properly anchored in the anchor box on power car 15297,

   (b) Rail does not extend beyond the confines of power car 15297 and companion cars 15295 and 15296 structures; and is not threaded into the rail train or threader car 15298,

   (c) Movement is accompanied by a qualified MW Employee with a working radio is occupying one of the operator cabs.

   (d) If rail is threaded through the rail train or threader car 15298 then the requirements of paragraph 2 apply.

35-S7. FREIGHT TRAIN OPERATION

The operation of freight trains on the Northeast Corridor is subject to the following conditions:

1) Trains consisting entirely of intermodal equipment may operate at any hour.

2) Trains designated as local freights, yard transfers or switchers may operate at any hour.

3) Mixed or Mineral freight trains may operate only between the hours of 10:00 P.M. and 6:00 A.M., except:

   (a) Mineral trains may operate at any hour on the PH Line between State & Glen, on the MRS Line between Mill River & Spring, and on the NHB Line between New Haven and MP 190.

   (b) Mineral trains consisting entirely of hopper or gondola cars may operate at any hour on the PW line on Track A between Gunpow and Bay, and on No. 1 Track between Bowie and Landover

   (c) Trains delayed while en route over the Northeast Corridor may be permitted to continue to their final terminal.

   (d) The Assistant Superintendent or their representative may authorize an exception to the specified operating hours.

36-S1. TRAIN PARTINGS

(a) Whenever a train parting occurs the Conductor or Engineer must notify the Dispatcher immediately. The following information must be furnished:

1) Location of train when parting occurred.

2) Position in train & identification of equipment involved.

3) Position of knuckles where parting occurred, if determinable.

4) Distance between parted sections and whether or not any run-in following parting.

5) Throttle position, speed, type of air applied, if any.

6) Apparent reason for parting.

7) Any other unusual conditions in connection with occurrence.

(b) Inspect the coupler and coupler operating mechanism. Check that coupler is in level position on the coupler carrier and that coupler operating mechanism is in good condition and operating freely.

(c) Remove any dirt, debris, ice, etc., from inside the coupler head. Close knuckle and observe that the rotary locklift is clear and coupler indicates that it is properly locked.

(d) If satisfied that coupler is locked, leave knuckle closed on suspect coupler. Open the knuckle on the mating coupler and couple cars together.

(e) After coupling, signal Engineer to stretch the train, then take slack and make a second stretch with the engine.

(f) **If separation was between two passenger carrying cars, a train crew member must be stationed in vestibule to prevent passenger movement between cars.**

(g) Whenever inspection reveals any coupler defects or improper couplings that cannot be corrected, the equipment involved must be set out.

(h) If inspection does not reveal any coupler defects and all pins appear to be in locked position, proceed to the next station where mechanical forces are on duty to inspect and make any emergency repairs that are necessary. If a locking pin had been applied to the rotary lock lift, replace the pin if possible.

(i) *If a second separation occurs between the same equipment, the equipment involved must be set out*. Inform the train dispatcher that the same equipment has separated for the second time and be governed by instructions received regarding location where car(s) are to be set out.

Exceptions: If an open knuckle was discovered on the same car in both separations, only that car must be set out. Or, if setting out one car leaves the suspect knuckle of the remaining car at the extreme rear of train, that car may move in the train as long as no other equipment is coupled behind it.

(j) Complete Unusual Occurrence Report and appropriate MAP forms/IDRS.

36-S2. MATERIAL HANDLING CARS

Amtrak Material Handling Cars, Series 1500-1569 must not be moved unless doors are properly closed and secured.

36-S3. TRAINS PERFORMING BAGGAGE OR MAIL WORK

When a train is to perform baggage or mail work, the Conductor must have a job briefing with all crew members to confirm each individual's responsibilities regarding the baggage or mail work. The Conductor must ensure that all baggage or mail work is completed, and doors are secure before authorization is given for the train to proceed.

The Conductor must not rely on information from non-crew members to determine when the work is complete, and doors are secured. The Conductor (or other designated crew member) must make this determination through direct visual observation.

Permission to proceed must only be given verbally or by hand signal. At locations where baggage or mail work is performed, the Engineer must not accept the communicating signal as authority to proceed.

36-S4. RWP FLAGS AND TAGS

RWP flags and tags are used in conjunction with certain Roadway Worker Protection (RWP) safety procedures. An RWP flag is a reflectorized orange flag with black letters “RWP.” An RWP tag is a fluorescent orange tag with the words “RWP PROTECTION. DO NOT REMOVE” on one side, and “DO NOT REMOVE. EMPLOYEE AT WORK” on the reverse side.

RWP flags are erected at derails applied to prevent entrance to track segments fouled by Roadway Workers, to make the derail more visible to approaching trains.

RWP tags are fastened to locks or other securing devices applied to switches or derails positioned to prevent entrance to track segments fouled by Roadway Workers, to prevent unauthorized employees from removing the securing device.

RWP tags are also attached to the controls of unattended engines that are located within a track segment fouled by Roadway Workers, to prevent unauthorized movement. Engines with an RWP tag attached to the controls must not be moved.

RWP flags and tags may be removed only by the Roadway Worker in charge of the working limits, or by another Roadway Worker who has been authorized by the Roadway Worker in charge of the working limits.

36-S5. HAULING DEAD ENGINES

(a) **Position in Train:** Engines equipped with draft gear hauled “dead” in a train should be placed next to the hauling engine. Under no circumstances may they be placed further than 35 cars from the hauling engine.

(b) **Coupler & Brake Requirements for Consecutive Coupling**: Each engine unit must be counted as a car. Engine units must be separated by one or more cars with operative air brakes unless it is known that:

1) Engine units are equipped with alignment control couplers,

AND

2) The air brake equipment on each unit incorporates a brake valve vent.

The engines may be coupled consecutively if these conditions are met.

36-S6. BRAKING LITE/ MULTIPLE LITE AMTRAK LOCOMOTIVES AT SPEEDS IN EXCESS OF 25MPH

When operating lite or multiple lite Amtrak locomotives at speeds in excess of 25 MPH, a full-service brake application must be made when the cab signal aspect changes to Restricting. Once it is ascertained that the required speed will be achieved, a lesser degree of braking may be used.

36-S8. TURNTABLES

Trains must not proceed onto or off of a turntable until turntable rails are properly lined and secured

37-S1. SPEED TABLE

Engineers of trains that will operate at speeds greater than 20 MPH must verify the accuracy of the speedometer as soon as possible after departure. If the speedometer is not accurate to within plus or minus 3 MPH at speeds of 10 to 30 MPH, or to within plus or minus 5 MPH at speeds above 30 MPH, Engineers must verbally report the variance to the Dispatcher as soon as practical and must note the variance on the prescribed form.

TIME PER MILE		MILES PER HOUR	TIME PER MILE		MILES PER HOUR
MINS.	SECS.		MINS.	SECS.	
0	24.0	150	0	48.0	75
0	24.8	145	0	51.4	70
0	25.7	140	0	55.4	65
0	26.7	135	1	00	60
0	27.7	130	1	5.5	55
0	28.8	125	1	12	50
0	20.0	120	1	20	45
0	31.3	115	1	30	40
0	32.7	110	1	43	35
0	34.3	105	2	00	30
0	36.0	100	2	24	25
0	37.9	95	3	00	20
0	40.0	90	4	00	15
0	42.4	85	6	00	10
0	45.0	80	12	00	5

37-S2. ENGINE SERVICING TRACKS AND CAR SHOP REPAIR TRACKS

Movements on Engine Servicing Tracks or Car Shop Repair Tracks must operate at Restricted Speed, not exceeding 5 MPH.

37-S3. TURNOUTS AND CROSSOVERS

All hand-operated crossover and turnouts: Diverging movements	10 MPH
Non-interlocked crossovers and turnouts: Diverging movements	10 MPH

37-S4. SPECIAL MAXIMUM SPEEDS

EQUIPMENT	MPH
Circus Trains	30
Freight and work trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels	
on straight track	30
on curves	20
Mineral Freight Trains (See Special Instruction 35-S5)	30
(HUD Line) Mineral Freight Trains between CP145 and CP146	30
(NHB Line) "Providence & Worcester" Mineral freight Trains between New Haven and Boston	40
(PH Line) Mineral Freight Trains Eastward between Wynnewood and Overbrook **Note**: Conductor must notify Engineer of train type.	20
Snow Plows in service	20
Snow Flangers in service	20
Snow Plows/Flangers passing station platforms, trains on adjacent tracks and overall grade crossings ***Note**: When plowing, snow plow must be pushed with front end of engine coupled to plow. If engine is improperly turned and there are no facilities for turning, then a steel gondola should be placed between the plow and engine.*	5
Passenger train assisted by an engine on rear and air brake controlled by leading engine	30
Passenger trains consisting of more than 30 cars	60

EQUIPMENT	MPH
Pushing Cars-Freight Train	20
TPIX (Tropicana) Cars: Northward trains consisting of only loaded TPIX cars on the PW Line between MP 123 and MP 106	40
Trains handling pulpwood logs in bulkhead flats in multiple track territory	
On straight tracks	25
On curves	15
Trains with scale test cars or Jordan Spreader	25
Trains handling welded rail cars	40
Trains handling Snow Plows and Flangers not in service	30
Trains handling steel slabs and ingot molds	40
Trains handling Subway Cars	40
Engines operating backwards by night over public crossings ***Note:*** *An engine consist of more than one unit is considered as operating backward when the employee in the leading unit does not have full control of the engine.*	15
Trains with snow loader and snow melter units not in service ***Note****: Loader and melter units to be coupled and moved in train with loaded unit trailing.*	30
Trains with loaded Amtrak tie cars series AMT 15500-15594, in consist *This restriction applies to cars loaded with concrete or wood ties.*	45

37-S5. ENGINES & EQUIPMENT: MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED; DIMENSIONS

Engine numbers other than those listed below must not be run over any portion of the Northeast Corridor unless authorized by Form D.

NOTES:

1) Numbers shown in **"Equip. Dimen."** column denote engine or car heights, smallest being 1, largest being 8 (see the "Notes" at the end of the tables in this instruction). Each Line's Special Instruction "40-x1" shows maximum height equipment that may be operated at each listed location.

2) The symbol ≤ denotes AC Electric Engines.

3) The symbol ▼ denotes dual mode equipment. When operated in DC electrified territory, must be considered to be a DC electric engine, unless third rail contact shoes are removed or raised to position preventing contact with third rail.

4) Locomotives equipped with **Locomotive Speed Limiters (LSL)** must not exceed the maximum authorized speed for freight trains.

5) Locomotives equipped with **cab roof awnings** must have them folded flush against the cab when operating on, or adjacent to, Northeast Corridor main or running tracks.

6) The symbol Δ denotes dual mode equipment able to operate as either diesel or AC electric engine. When operated in AC electrified territory, must be considered to be AC electric engine unless it is known that pantograph(s) are down, and ground hooks applied to prevent contact with catenary.

7) **Train Type Designation**

A – High Speed Trainsets (HST & HST II) with Tilt system Active

B – High speed trains with tilt system disabled or trains consisting entirely of equipment listed as Train type B

C – Trains consisting of equipment listed as train type C or combination of train types B or C

D – All other passenger equipment that does not meet the criterion for train types A, B, or C, or any combination of passenger equipment that includes a piece of equipment listed as train type D Note: Train Type "D" trains must not exceed 60 MPH when operating with inoperative cab signals.

E – Freight trains or MofW equipment operating under SI 803-S1 or SI 803-S3.

SPEED - MAXIMUM AND VARIOUS: AMTRAK ENGINES

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
AMTRAK							
1-207	P-42BH	50	50	110	1	B	...
300-424	ALC-42	50	50	125	1	B	…
401-405, 407-409	F40PH	50	50	100	4	B	...
500-519	P32-BWH	50	50	100	4	B	...
520-527	GP38 H-3	50	50	65	4	D	...
530-539	MP-15	30	50	65	3	D	...
540-541	SW1500	30	45	60	3	D	W
569	SW1001	30	45	60	2	D	S,W
570-579	GP-15	50	50	65	2	D	...
597, 599	2GS12B	30	45	50	4	D	C,W
600 670≤	ACS-64	50	50	125	1	B	...
680 694≤	HHP-8	50	50	125	1	B	...
700-717▼	P32AC-DM	50	50	110	1	B	...
720-724	GP38	30	50	65	3	D	...
725-754	GP38-3	50	50	65	4	D	…
1737	SW1	30	45	50	4	D	C,W

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
AMTRAK							
790-799	SW1000	30	45	50	2	D	S,W
800-832, 835, 837, 839	P-40BH	50	50	110	1	B	...
900-953≤	AEM-7	50	50	125	1	B	...

SPEED - MAXIMUM AND VARIOUS: B&M / GTI / ST / MEC ENGINES

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
B&M / GTI / ST / MEC							
12, 15	GP7	30	50	65	3	E	...
45, 51, 52, 54, 62, 71, 72, 77	GP9	30	50	65	3	E	...
203-216	GP35	30	50	65	4	E	...
252	GP38	30	50	65	4	E	...
619	SD40-2	30	50	65	5	E	C, K
300-355, 370-381	GP40	30	50	70	4	E	K
500-519	GP40-2	30	50	70	5	E	K
5930, 5936, 5943, 5946, 5967, 5974	B40-8	30	50	70	4	E	A
5948, 5966, 5976	B40-8	30	50	70	4	E	C
5933	B40-8	30	50	70	4	E	…
5953, 5956	B40-8	30	50	70	5	E	C

SPEED - MAXIMUM AND VARIOUS: CDOT ENGINES

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
CDOT							
125-130	BL-20	50	50	75	2	D	...
833, 834, 836, 838, 840-843, 6700-6711	P-40BH	50	50	110	1	B	...

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
CDOT							
6690-6691	F7M	50	50	80	3	C	...
6694-6699	GP40-2H	50	50	80	4	C	...

SPEED - MAXIMUM AND VARIOUS: CP RAIL / D&H ENGINES

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
CP RAIL / D&H							
5670,5677, 5678,5689, 5690,5697, 5698	SD40-2	40	50	60	5	E	B, K
7303-7312	GP38-2	30	50	65	4	E	...

SPEED - MAXIMUM AND VARIOUS: CSO/NECR ENGINES

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
CSO/NECR							
417	GP40-3	30	50	65	4	E	C
NECR 1525	SW-1500	30	45	60	4	E	C
CSO 2011, NECR 2048	GP38-2	30	50	65	4	E	A
NECR 2151, 2048	GP38-2	30	50	65	4	E	A
NECR 3015, 3039, 3040, 437	GP40-2	30	50	65	5	E	C
CSO: 3398, 3771	SD40-2	30	50	65	5	E	A, K
CSO: 2038. NECR: 3844-3847, 3850-3857	GP-38	30	50	65	4	E	C
CSO 3399	SD40-2	30	50	65	4	E	C, K
OHCR 8530	B-39-8	30	50	70	4	E	A
CSO 3901	B-39-8	30	50	70	4	E	A
BERX 3027	GP 40-2W	50	50	50	4	D	A

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
CSO/NECR							
BERX 7489, 7517, 7518, 7523, 7528, 7535, 7541, 7635	C40-8	50	50	50	5	D	A, K

SPEED - MAXIMUM AND VARIOUS: CSXT ENGINES

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
CSXT							
1-463, 469, 489-494	CW44AC	30	50	70	5	E	B, C, K
464-468, 470-488	CW44AC	30	50	70	5	E	A, B, C, K
495-556	CW44AH	30	50	70	5	E	B, C, K
557-599	CW44AH	30	50	70	5	E	B, K
600-602	CW60AC	30	50	70	5	E	C, K
603-698	CW60AC	30	50	70	5	E	B, K
699	CW44-6	30	50	70	5	E	B, K
700-949	ES44AH	30	50	70	5	E	K
950-999	ES44AC	30	50	70	5	E	K
1006, 1008-1010, 1013, 1015-1018	MT6	30	45	50	6	E	C, K
1021-1024, 1040, 1042-1048, 1050-1066, 1068	SWMT	30	45	50	4	E	C
1100-1112, 1114-1119	SW 1500	30	45	50	5	E	C
1122-1124, 1127	SW1001	30	45	60	4	E	C
1128	SW1001	30	45	60	4	E	...
1130-1139, 1150-1194	MP15AC	30	45	60	5	E	C
1140-1149	MP15	30	45	60	5	E	C
1200-1241	MP15T	30	45	60	5	E	C, K
1300-1303, 1322	3GS21B	30	45	60	5	E	C

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
CSXT							
1304-1307	3GS21B	30	45	60	4	E	B
1314-1316, 1321	B36-3GS	30	50	70	5	E	...
1500-1524	GP15T	30	50	65	4	E	C
1534-1536, 1539, 1541, 1542, 1548, 1551-1553	GP15	30	50	65	4	E	C
1537, 1538, 1540, 1543-1547, 1549, 1550	GP15	30	50	65	4	E	...
1712	SD40E3	30	50	70	5	E	A, B, K
2200-2374, 2377-2380	RDSLUG	30	50	65	5	E	C
2411-2419, 2422-2442	SD40-2	30	50	65	5	E	C, K
2443-2445	SD38-2S	30	50	65	5	E	C, K
2450-2454	SC38-2	30	50	65	5	E	C, K
2461-2463	SD38	30	50	65	5	E	B, C, K
2474-2499	SD50-2	30	50	70	5	E	C, K
2709, 2719, 2723	GP38-2	30	50	65	4	E	C
2717, 2718, 2720, 2724, 2740, 2793, 2804, 2807, 2813	GP38-2	30	50	65	4	E	...
2735, 2746, 2788, 2795, 2798, 2810, 2812-2814	GP38-2	30	50	65	5	E	...
2794, 2796, 2797, 2799-2803, 2806, 2808, 2809, 2811	GP38-2	30	50	65	5	E	B, C
3000-3249	ES44AH	30	50	70	5	E	K
3250-3424	ET44AH	30	50	70	5	E	K
4282, 4283, 4287, 4293-4295, 4297-4299	GP39	30	50	65	5	E	B, C, K
4300-4319	GP39-2	30	50	65	5	E	B, C, K

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
CSXT							
4405, 4406, 4450	GP40-2	30	50	70	4	E	A, K,
4408, 4421, 4450-4452, 6152, 6157, 6159, 6201, 6213, 6218, 6238, 6249	GP40-2	30	50	70	4	E	A, B
4424-4427, 4430, 4434-4436, 4439, 4442, 4449,	GP40-2	30	50	65	4	E	C, K
4428, 4432, 4452	GP40-2	30	50	65	4	E	A, K
4500-4589	SD70AC	30	50	70	5	E	C, K
4612, 4617, 4621	SD40	30	50	65	5	E	C, K
4675-4699	SD70M	30	50	70	5	E	C, K
4701-4830	SD70AC	30	50	70	5	E	K
4831-4850	SD70AE	30	50	70	5	E	K
5000-5016	CW60AC	30	50	70	5	E	B, K
5101-5122	CW44AH	30	50	70	5	E	B, K
5200-5501	ES44DC	30	50	70	5	E	K
5507-5512, 5529, 5535, 5554, 5568, 5569, 5575, 5580, 5581	B30-7	30	50	70	4	E	C, K
5834, 5839	B36-7	30	50	70	4	E	K
5875, 5877, 5878, 5880, 5884, 5885, 5887, 5891, 5894, 5897, 5902-5904, 5910, 5911, 5914	B36-7	30	50	70	4	E	C, K
5930-5959	B40-8	30	50	70	4	E	C, K
6129	GP40-2	30	50	70	4	E	A, K
6137, 6139, 6346, 6352, 6355, 6356, 6362, 6392, 6398, 6399	GP38-2S	30	50	70	4	E	C

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
CSXT							
6157, 6159, 6234, 6237, 6239, 6242	GP38-2S	30	50	70	4	E	A, B, K
6150, 6151, 6155, 6158, 6245	GP38-2S	30	50	70	4	E	B, K
6149	GP40-2	30	50	70	5	E	C, K
6152, 6160	GP40-2	30	50	70	4	E	A, B, K
6153, 6156, 6221, 6246, 6247, 6280, 6295, 6318, 6341	GP40-2	30	50	70	4	E	B, K
6201, 6203-6207	GP40-2	30	50	70	4	E	A
6209-6219, 6222-6230, 6232, 6233, 6235, 6236, 6238, 6240, 6241, 6243, 6244, 6248, 6249,	GP40-2	30	50	70	4	E	A, B, K
6361, 6363, 6364, 6388, 6390, 6391, 6393-6397, 6400-6499	GP40-2	30	50	70	4	E	C, K
6595	GP40	30	50	65	4	E	C, K
6897-6899	SD60	30	50	70	5	E	C, K
6900-6909, 6911-6943, 6947, 6951-6973	GP40-2	30	50	70	4	E	C, K
7300-7396	CW40-8	30	50	70	5	E	B, K
7489-7498, 7500-7519, 7521, 7648	C40-8	30	50	70	4	E	C, K
7650-7917	CW40-8	30	50	70	5	E	C, K
7918-7929	CW40-8	30	50	70	5	E	K

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
CSXT							
8006, 8008, 8009, 8013, 8014, 8019, 8024, 8029, 8037, 8039, 8040, 8052, 8055, 8089, 8094, 8097, 8128, 8136, 8156, 8181, 8300, 8319, 8352, 8400, 8801, 8804, 8817, 8822, 8823, 8830,8840, 8853	SD40-2	30	50	70	5	E	A, B, K
8048, 8145, 8365	SD40-2	30	50	70	5	E	A, K
8611, 8620, 8624, 8628, 8629, 8635, 8641, 8662, 8665, 8667	SD50	30	50	70	5	E	C, K
8634, 8636-8640, 8642, 8643, 8660, 8661, 8666	SD50-2	30	50	70	5	E	C, K
8700-8721, 8787-8790	SD60	30	50	70	5	E	C, K
8722-8732, 8734-8736, 8738-8746, 8748-8755	SD60i	30	50	70	5	E	B, C, K
8733, 8737, 8747	SD60i	30	50	70	5	E	B, K
8756-8765, 8767-8786	SD60M	30	50	70	5	E	K
8829-8830, 8834, 8841, 8843, 8845, 8848, 8852, 8855, 8860, 8864-8866,8868, 8869, 8874, 8880, 8882, 8885, 8886	SD40-2	30	50	70	5	E	B, K
8840, 8831, 8854, 8856, 8857, 8867	SD40-2	30	50	70	5	E	A, B, K
8832, 8836, 8839, 8842, 8844, 8849, 8850, 8851	SD40-2	30	50	70	5	E	K

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
CSXT							
8835, 8838, 8863, 8870-8873, 8875-8879, 8883, 8884, 8887-8889	SD40-2	30	50	70	5	E	B,C,K
8833, 8846, 8850	SD40-2	30	50	70	5	E	A, K
8853, 8854, 8856, 8857, 8867, 8872, 8873, 8881,	SD40-2	30	50	70	5	E	A, B, C, K
8900-8911	SD40-2	30	50	65	5	E	B, K
8984	SD45-2	30	40	40	5	E	C, K
9000-9052	CW44-9	30	50	70	5	E	C, K
9992	F40PH-2	50	50	100	4	B	A
9993, 9998	F40PH-2	50	50	100	5	C	A
9999	F40PH-2	50	50	100	5	C	...

SPEED - MAXIMUM AND VARIOUS: JTCX ENGINES

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
JTCX							
5711, 5809	E-8A	50	50	90	4	C	G
8850	SLUG	40	40	65	3	E	...
9275, 9276, 9625	SW1500	40	40	65	5	E	C

SPEED - MAXIMUM AND VARIOUS: LIRR ENGINES

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
LIRR							
101,102104,105	SW1001	40	40	40	2	E	S
150-172	SW1500	40	40	65	3	E	...
400-422	DE30-C	40	40	80	2	D	E, S
500-522▼	DM30-C	40	40	80	1	D	E

SPEED - MAXIMUM AND VARIOUS: MARC ENGINES

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
MARC							
10-35	MP36PH	50	50	90	4	C	A
70-75	GP39H-2	50	50	90	4	C	A
68	GP40-WH2	50	50	100	4	C	A
80-87	SC44	50	50	125	4	B	A
4145	GP40PH-2	30	50	100	4	C	A
4900-4903 ≤	AEM-7	50	50	125	1	B	...
4910-4915 ≤	HHP-8	50	50	125	1	B	A

SPEED - MAXIMUM AND VARIOUS: MBTA ENGINES

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
MBTA							
010 & 011	MP36PH-3C	50	50	90	4	D	...
904	GP9	50	50	60	4	E	…
1000-1017	F40PH	50	50	100	4	B	...
1025-1036	F40PHM	50	50	100	4	B	...
1050-1075	F40PHC	50	50	100	4	B	...
1115-1139	GP40-MC	50	50	100	4	B	…
MBTX: 2000-2039	HSP-46	50	50	100	4	B	K
3248 & 3249	GS21B	50	50	70	4	C	...

SPEED - MAXIMUM AND VARIOUS: MNRR ENGINES

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
MNRR							
101-106	GP35	45	50	70	3	D	...
110-115, 125-130	BL-20	50	50	75	2	D	...

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
MNRR							
201-231	P32AC-DM	50	50	110	1	B	D

SPEED - MAXIMUM AND VARIOUS: NCDOT ENGINES

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
NCDOT							
1755, 1797	F59PHI	50	50	100	5	B	...
1792	GP40H2	50	50	100	4	C	...
1859	F59-PH	50	50	100	5	B	…

SPEED - MAXIMUM AND VARIOUS: NJT ENGINES

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
NJT							
1001-1005	MP20B-3	30	50	70	2	C	...
4000-4032	PL42-AC	50	50	100	4	C	...
4100-4112	GP40-PH2	30	50	70	4	C	K
4113-4129	F40PH-2B	30	50	100	4	C	...
4135-4144	GP40FH-2	50	50	100	4	C	...
4146-4150, 4200-4219	GP40PH-2	30	50	100	4	C	...
Erie 834 & 835	E8A	50	50	80	4	C	...
4300-4303	GP40-2	30	50	100	4	C	...
4400-4431≤	ALP-44	50	50	100	1	B	...
4500-4559 ∆	ALP-45DP	50	50	90	1	C	V
4600-4628≤	ALP-46	50	50	100	1	C	...
4629-4664≤	ALP-46A	50	50	100	1	B	...
Engines Marked MNR Operated by NJT:							
4193 & 4194	F40PH-2	50	50	100	4	C	...

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
NJT							
4900-4905	GP40FH-2C	30	50	100	4	C	...
4906	GP40PH-2M	30	50	80	4	C	...
4907-4914	F40PH-3C	50	50	100	4	B	...

SPEED - MAXIMUM AND VARIOUS: NS/PRR ENGINES

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
NS/PRR							
270, 271	F9A	50	50	90	4	E	G
275, 276	F7B	50	50	90	4	E	G
600-601	GPTEB	30	50	70	5	E	B
610-621	RP-M4C	30	50	70	5	E	B
622-699	RP-M4C	30	50	70	5	E	B,C
700-736	RP-E4C	30	50	70	5	E	B
912-941	RP-E4D	30	50	70	3	E	C
1000-1225	SD70ACe	30	50	70	5	E	B, K
1225-1234	SD70IAC	30	50	70	5	E	B,K
1700-1705	SD45-2	30	40	40	5	E	B, K
1800-1899	SD70ACC	30	50	70	5	E	B, K
2100-2110	SW-1001	30	45	60	5	E	B
2200-2239	SW-1500	30	45	60	5	E	B
2501-2540, 2557-2580	SD-70	30	50	70	5	E	B, K
2541-2556	SD-70	30	50	70	5	E	B,C,K
2581-2648	SD-70M	30	50	70	5	E	B, K
2649-2778	SD-70M-2	30	50	70	5	E	B, K
2800-2807	SD75M	30	50	70	5	E	B,C,K
3000-3028, 3034-3064	GP40-2	30	50	70	4	E	...

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
NS/PRR							
3029-3033	GP40-2	30	50	70	4	E	U
3071-3076	GP40-2	30	50	70	5	E	B
3077-3102	GP40-2	30	50	70	5	E	B, C
3170-3200	SD40	...	...	...	...	E	P
3329-3424, 3428-3429, 3431, 3434-3437, 3441-3442, 3444-3445	SD40-2	30	50	65	5	E	B, K
3522-3564	D8-32B	30	50	70	5	E	B,C,K
3600-3680	ET44AC	30	50	70	5	E	B, K
3800-3820	SD-38	30	50	65	5	E	B, K
4000 -4799, 4800-4999	AC44C6M	30	50	70	5	E	B,K
6649-6661	AC44C64	30	50	70	5	E	B,K
6662-6689	GP59E	30	50	70	5	E	B
4662-4699	GP59ECO	30	50	70	5	E	B
6700-6799	GP33ECO	30	50	70	5	E	B, C
5000-5016	GP38-2	50	50	65	5	E	P
5226-5393	GP38-2	30	50	65	4	E	...
5900-5901	GP22ECO	30	50	70	5	E	B
5400-5445	SD50	30	50	70	5	E	B, K
5601-5680	GP38-2	30	50	70	5	E	B
5801-5889	GP38-3	30	50	70	5	E	B
6300-6359	SD40-E	30	50	65	5	E	B, K
911, 6900-6999, 7000-7099	SD60E	30	50	70	5	E	B, K
7200-7228	SD80MAC	30	50	70	5	E	B, K
7229-7339	SD70ACU	30	50	70	5	E	B,K
7500-7719	ES40DC	30	50	70	5	E	B, K

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
NS/PRR							
8000-8184	ES44AC	30	50	70	5	E	B, K
8300-8313	D8-40C	30	50	70	5	E	B, K
8314-8467	D8-40CW	30	50	70	5	E	B, K
8689-8763	D8-40C	30	50	70	5	E	B, C, K
8764-8888	D9-40C	30	50	70	5	E	B, C, K
8889-9128	D9-40CW	30	50	70	5	E	B, C, K
9129-9978	D9-40CW	30	50	70	5	E	B, K

SPEED - MAXIMUM AND VARIOUS: PAL ENGINES

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
PAL							
2103	GP40-2	30	45	50	4	E	C
2108	GP35	30	45	50	4	E	C

SPEED - MAXIMUM AND VARIOUS: P&W ENGINES

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
P&W							
B&P 3000	GP38	30	50	65	4	E	C
4006, 4007	B40-8W	30	60	70	4	E	C
GMTX: 2198	GP38-2	30	50	70	3	E	C
2006-2009	GP38-2	30	50	65	3	E	...
2010-2011	GP38	30	50	65	3	E	...
2201	U-23-B	30	50	65	4	E	K
2215	7-23B	30	50	65	4	E	B, K
3901-3910	B39-8	30	50	70	3	E	C, K

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
P&W							
4001-4004	B40-8	30	60	70	3	E	...
4005	B40-8W	30	60	70	4	E	...
4051 4053	C40-8	30	50	70	4	E	A, K
4050, 4052	C40-8	30	50	70	4	E	K
4069	C40-8	30	50	70	4	E	C,K
CEFX: 3164, 3173	SD40-2	30	60	70	4	E	C, K
GMTX: 9000, 9014, 9059	SD60	30	60	70	4	E	K
4301	SD70M-2	30	50	70	4	E	A, K
4302	SD70M-2	30	50	70	4	E	C, K

SPEED - MAXIMUM AND VARIOUS: SEPTA ENGINES

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
SEPTA							
50	BL-1500	30	45	60	3	E	...
51, 52	SW1200	30	45	60	3	E	...
60-61	RL1000	30	50	65	3	E	...
70	2GS14B	30	45	60	3	E	F
80	SE15B	30	45	60	3	E	F
90-94	QST30BE-T4L	30	45	60	2	E	…
901-915	ACS-64	50	50	110	1	C	…
2198	GP30	30	50	65	5	E	...
2301-2307≤	AEM-7	50	50	125	1	C	...
2308≤	ALP-44	50	50	100	1	C	...

SPEED - MAXIMUM AND VARIOUS: VRE ENGINES

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
VRE							
V20 & V23	GP-40H-2	50	50	100	4	C	...
V50-V69	MP36PH-3	50	50	90	4	D	...

SPEED - MAXIMUM AND VARIOUS: WEST CHESTER RAILROAD ENGINES

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
WEST CHESTER RAILROAD							
1803	RS-18	30	50	65	3	E	...

CSX & NS Prohibited Engine Operation Notes

CSX/NS NOTES:
All CSX & NS Engines Prohibited as Follows: • Between Hudson and Harold. • Tracks 1 & 4 between Overbrook and Paoli. • Pit Track through Harrisburg Station. • Through Baltimore Penn Station, except via 1 or 8 tracks. Restrictions designated in applicable Line Special Instructions will apply at all other locations. Conductors or Engineers in charge of trains prohibited at any of the above locations must contact the Amtrak Train Dispatcher for instructions prior to occupying Amtrak controlled tracks.

"Notes at End of Table" for Equipment Operation:

"Notes at End of Table" for Equipment Operation:
A - Non-Amtrak engines equipped with ACSES and/or I-ETMS **B** - May operate PW Line through B&P Tunnel between Charles and Bridge. **C** - Prohibited from operating as a lead unit in CSS territory. **D** - Before movement, third rail shoes must be removed. **E** - ***Exception:*** When verbally authorized by Dispatcher at PSCC, may operate through the North River Tunnels via tracks 3x and 4x only. **F** - Prohibited from operating on PH Line Track 4 past the high platform at Overbrook Station. May operate on all other locations as permitted by Equipment Dimension 3. **G** - May operate at maximum passenger train speed when hauling passenger equipment exclusively. LSL freight train speed restriction does not apply to these engines. **K** - Locomotive exceeds 290,000 pounds gross weight. **P** - Engines prohibited on all Northeast Corridor Territory. **S** - May operate between Bergen & Harold, and A & Empire only when verbally authorized by Dispatcher at PSCC. **T** - May operate on DB Line. On NHB Line, must not operate any further west than distance necessary for movement to clear Atwells Int. On MM Line, may operate between Cabot & Tower 1. **U** - May operate on Tracks 6 or 7 thru Baltimore Penn Station. **V** - Dual mode equipment able to be operate as either diesel or AC electric engine. **W**- Amtrak engines not equipped with ACSES and/or I-ETMS If operating in diesel mode, crew must notify the Dispatcher when entering the Amtrak Northeast Corridor.

Equipment Dimension Codes (engines & cars):

Equipment Dimension Codes (engines & cars):	
1)	Unrestricted operation on NEC not exceeding 14' 8" in height
2)	May operate Between Bergen & Harold, and "A & Empire" only when verbally authorized by Dispatcher at PSCC.
3)	Plate B not exceeding 15' 1" in height
4)	Plate C not exceeding 15' 6" in height
5)	Plate E not exceeding 16' 2" in height
6)	Plate F, and TOFC/COFC not exceeding 17' 2" in height
7)	Auto racks not exceeding 19' 0" in height
8)	Plate H (double stack) not exceeding 20' 2" in height

SPEED - MAXIMUM AND VARIOUS: AMTRAK CARS

AMTRAK	Spd	Train Type	Equip. Dim
Amfleet Inspection Cars 10001, 10002, and 10005	125	B	1
Office Car 10020-10022	110	C	1
Amfleet car series 20000-22999, 25000-26999, 28000-28999, 42000-44499, 48000-48999	125	B	1

AMTRAK	Spd	Train Type	Equip. Dim
Michigan car series 44550-44999	125	B	1
Amfleet Capstone car series 81000-81499, 82000-82499, 83000-83499, 85000-85499; and Push-Pull equipped series 81500-81999, 82500-82999, 83500-83999, 85500-85999	125	B	1
Capitoliner Control Cars series 9632-9641*, 9643-9647, 9649-9651; Conference Car 9800	125	B	1
***Note:** See restrictions for car 9637 in Line Specific Instruction			
Amfleet or Capitoliner cars with **over-inflated air bellows (air springs):**			1
Through crossovers and turnouts	15	…	
All other movements **(see SI Section 34)**	30	...	
Horizon passenger car series 51000-54599, 58000-58109	125	B	1
Note: Horizon Food Service cars series 53000 & 58000 are prohibited from operating in territory equipped for DC electrical (3rd rail) operation (Line Specific Instruction). ***Exception:*** Cars 53501, 53505, 53509, 53510 & 53511 may operate in territory equipped for DC electrical operation.			
Siemens Venture Coaches 4001-4020, 4101-4134, 4201-4217, 4301-4317	125	B	1
Viewliner Inspection Car 10004, 10006 **(see SI Section 41)**	110	C	1
Viewliner I 8400, 62000-62049 **(see SI Section 41)**	110	C	1
Heritage car series 2500-2524, 7005, 8501-8559	110	C	1
Dome lounge 10031	110	C	5
Superliner I & II car series 31000-39046	100	C	5
High Level car series 39940-39975	90	C	5
Non-Powered Control Units (NPCU):			
401-409, Series 90200-90415	100	B	4
HHPc 9750-9757	125	B	1
P42c 9700-9727	110	B	1
Baggage cars 1000-1272, 1701-1763, 1800-1802,1850-1857, 10093-10095	110	C	1
Material Handling Cars Series MHC 1500 to 1569	110	C	1
Viewliner II: Baggage Cars 61000-61069, Diners 68000-68024	125	B	1
Viewliner II: Sleeping Cars 62500-62524; Bag-Dorm Cars 69000-69009 **(see SI Section 41)**	125	B	1
SEMI-PERMANENTLY COUPLED TRAINSETS			
Turboliner Cars RTL Nos. 2131-2162, 2270-2389	110	B	1

AMTRAK	Spd	Train Type	Equip. Dim
Note: This equipment is dual mode. When operated in DC electrified territory, it must be considered to be a DC electric engine unless third rail contact shoes are removed or raised to position preventing contact with third rail. Turboliner equipment must not be left unattended unless wheels are chocked.			
High Speed Trainset (HST) Cars 2000-2039 (power cars), 3200-3219, 3300-3319, 3400-3419, 3500-3559, and Instrumented Car 10003	150	A	1
HST cars with:			
Deflated air springs	90	A	1
HST cars with **over inflated air springs:**			
Non-diverting routes	30	…	1
Diverting routes	15	…	1
HST Power Cars (2000-2039) operating with **shroud raised on:**			
Leading Power Car	50	…	1
Trailing Power Car	125	…	1
HST towed	125	B	1
HST Power Cars 2000-2039, Lite	50	…	1
HST Power Cars 2000-2039, Multiple Lite	50	…	1
High Speed Trainset II (Acela 21) Cars 2100-2155 (power cars), 3250-3277, 3350-3370, 3450-3477, 3600-3739, 3900-3927	90	D	1
Must be operating in accordance with Train Type “D” speeds Train may exceed authorized timetable speeds for testing purposes only when authorized by a test plan under the direction of an on-board test director.			
HST II cars with:			
Deflated air springs	90	D	1
HST II cars with **over inflated air springs:**			
Non-diverting routes	30	…	1
Diverting routes	15	…	1
HST II Power Cars (2100-2155) operating with **shroud raised on:**			
Leading Power Car	50	D	1
Trailing Power Car	90	D	1
HST II towed	90	D	1

SPEED - MAXIMUM AND VARIOUS: AMTRAK FREIGHT AND MW EQUIPMENT

AMTRAK FREIGHT AND MW EQUIPMENT	Spd	Train Type	Equip. Dim
Ballast Hopper 11300 - 11392, 11500 - 11731	50	E	2
Ballast Hopper, Air Dump 11780 - 11791, 11795 – 11899 AFCX: 905015, 905018, 905020, 905051 - 905067	50	E	2
Ballast Hopper, Electric Dump 11901 -12020, 12100 -12129, 12500-12874	50	E	2
Wire Train Gondola (Reel Car) 13031 - 13039	50	E	2
Gondola 100 Ton 13200 - 13400	50	E	2
Air Side Dump Car 13901 - 13982	50	E	2
Cabin Car 14030 - 14035	50	E	2
MFS-40 Conveyor Hopper A14602-A14616, 14619-A14638, A14642, A14643, A14650-A14654, A14656, A14657	50	E	2
MHC-60 Conveyor Hopper A14701-A14782	50	E	2
64 ½’ Idler Flat Car 14800-14809	50	E	2
64 ½’ Flat Car 14900-14924	50	E	2
52' 6" Flat Car 15002 - 15029	50	E	2
52' 6" - 6 axle Flat Car 15030	50	E	2
40' Flat car equipped with fan 15051, 15054	50	E	2
40' Flat Car 15056 - 15058	50	E	2
Wire Train Tower Car 15188 - 15197	50	E	2
53' 6" Flat Car 15201 - 15225	50	E	2
CWR Plant Flat 15234 - 15240	50	E	2
CWR Rack Car 15250 - 15273	40	E	2
CWR Tunnel Car or similar equipped with bulkhead door 15290-15291	40	E	2
CWR Loading/Unloading Unit 15295-15298	40	E	2
CWR Tie Down Car 15300	40	E	2
Flat Car 15242-15248, 15901-15906	50	E	2
Mobile Maintenance Car (MMU) A15305, A15306, A15307	50	E	2
Van Module Flat Car 15401	35	E	2
Concrete Tie Car 15500 - 15594	50	E	2
89' Flat Car 15610, 15612 - 15652	50	E	2
Flat Car for SES PK2 Crane A18201: 15611	50	E	2

AMTRAK FREIGHT AND MW EQUIPMENT	Spd	Train Type	Equip. Dim
53' 6" - 6 axle Flat Car 15658 - 15799, 15900	50	E	2
53' 6" Flat Car 15800 - 15824	50	E	2
Casting Conveyor Flat Car 15907, A15908	50	E	2
Slot Train Gondola 15917 – 15922	50	E	2
Wire Train Rider Car (pass) 16309 - 16312	50	E	2
Baggage Car 16320	50	E	2
Conveyer Chute Cars – 2 Axle: A18401, A18402	50	E	2
Office Car 16719	50	E	2
50' MHC 16800 - 16808	50	E	2
Baggage Car 1704, 1706 - 1732	50	E	2
Box Car 17033 - 17037	50	E	2
RPO/Baggage Car 17041 - 17107	50	E	2
Switch Exchange System Car A18001-A18004, A18007, A18008, A18009, A18010, A18011, A18012			
Empty	50	E	2
Loaded	...	E	...
A18101 with PK1 crane A18301	50	E	2
A18102 with PK1 crane A18302	50	E	4
DRGW 89' Escalator Flat Car 21738	50	E	2
KRL 70' Flat Cars 701200-701227	50	E	2

SPEED - MAXIMUM AND VARIOUS: CALTRANS/CALIDOT

CALTRANS/CALIDOT		Spd	Train Type	Equip Dim
SIIX	9024	90	…	1

SPEED - MAXIMUM AND VARIOUS: CDOT CARS

CDOT	Spd	Train Type	Equip Dim
Passenger Cars Series 1600-1606	90	C	3
Passenger Car Series 1614-1616, 1640-1646, 1648 & 1650 & Control Car Series 1687, 1691-1697, 1699	100	C	3
With over or under inflated air bellows (bags)	40	C	...
Passenger Car Series 1621-1631, 1633 (odd numbers only)	90	C	3

CDOT	Spd	Train Type	Equip Dim
Passenger Cars 1730-1774 (even numbers only)	90	C	1
Control Cars 1001, 1671, 1673, 1675, 1680-1682	90	C	3
Control Cars1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719	90	C	3
M-8 Multiple Unit Cars 9100-9738	90	B	1
1MBB Cars: 501-532, 1505–1523	80	C	3
1All MBB cars with an over or under inflated air spring on one end of the car must not exceed 50 MPH on non-diverting routes and 25 MPH on diverting routes. When two or more cars in consist have this condition, the train must not exceed 25 MPH on non-diverting routes and 15 MPH on diverting routes.			

SPEED - MAXIMUM AND VARIOUS: LIRR CARS

LIRR	Spd	Train Type	Equip Dim
[1]LIRR C-3 Bi-Level (Trailer with/ without toilet), Car Nos. 4001-4134, Bi-Level (Control) Car Nos. 5001-5023	80	D	1
[1,2]LIRR M-3 Multiple Unit Cars: 9771-9946	80	D	1
[1,2]LIRR M-7 Multiple Unit Cars: 7001-7836	80	D	1
[1,2]LIRR M-9 Multiple Unit Cars: 9001-9202	80	D	1
1 Exception: when verbally authorized by Dispatcher at PSCC, may operate through the North River Tunnels via Tracks 3x and 4x only. 2 Exception: while operating between West Portal North River Tunnels and Harold may operate as Type B Trains.			

SPEED - MAXIMUM AND VARIOUS: MARYLAND DOT CARS

MARYLAND DOT	Spd	Train Type	Equip Dim
MARC II Series 7700-7735, 7755, 7756 7791-7799 coaches 7745-7754 control cars (Prohibited from operating as lead unit in CCS territory), 7757-7762 control cars (Equipped with I-ETMS)	110	C	1
Push or Pull with over or under inflated air bellows (air bags):			
Through crossovers and turnouts	30	C	1
All other movements	60	C	1
MARC III Series 7800-7834, 7870-7876, 7890-7896 & Control Cars 7845-7858: (Equipped with I-ETMS)	125	B	4
Push or Pull with over inflated air springs:			
Through crossovers and turnouts	15	B	4
All other movements	30	B	4

MARYLAND DOT	Spd	Train Type	Equip Dim
MARC Gallery Cars Series 7900-7911	80	D	5
MARC IV Series 8000-8033 coaches, 8090-8094 w/toilet	125	B	1
*MARC IV Series 8045-8059 control cars (I-ETMS equipped)	125	B	1
* MARC IV control cars must not be operated as lead units in Cab Signal/ACSES territory unless equipped with proper ATC components/event recorder. Push or Pull with under inflated air springs 60 MPH.			

SPEED - MAXIMUM AND VARIOUS: MBTA CARS

MBTA	Spd	Train Type	Equip Dim
Pullman Standard Cars (Nos. 200-258)	80	B	3
Bombardier Cars 350-389, 600-653 & 1600-1652	80	B	3
MBB Cars (Nos. 500-532 & 1500-1533)	80	B	3
Kawasaki Double Decker Coaches (Series 700, Series 900-932 & Series 1700)	80	B	4
ROTEM Coaches: 800-887	80	B	4
ROTEM Cab Cars: 1800-1870	80	B	4
NOTE: All MBTA cars with an **over or under inflated air spring** on one end of the car must not exceed 50 MPH on non-diverting routes, and 25 MPH on diverting routes. When two or more cars in consist have this condition, the train must not exceed 25 MPH on non-diverting routes, and 15 MPH on diverting routes.			

SPEED - MAXIMUM AND VARIOUS: NCDOT CARS

NCDOT	Spd	Train Type	Equip Dim
Passenger Car 400000	90	C	1
Passenger Cars Series 400001-400011, 400013,400012, 400014, lounges 400201-400203, 400205	110	C	1

SPEED - MAXIMUM AND VARIOUS: NJT CARS

NJT	Spd	Train Type	Equip Dim
Comet I Car Nos. 5707-5726, 5729-5735, 5737-5740, 5743-5746, 5748-5751	100	C	1
Comet IB Nos. 5220-5234	100	C	1
Comet II Car Nos. 5300-5459	100	C	1

NJT	Spd	Train Type	Equip Dim
Control Cars: Comet I Nos. 5100-5120, 5122-5131, 5133-5134, Comet II Nos. 5135-5154, Comet IB Nos. 5155-5169:	C	1	…
Pull Mode	100	…	…
Push Mode	90	…	…
Comet III Control Car Nos. 5000-5008	100	C	1
Comet III Car Nos. 5200-5205, 5500-5534	100	C	1
Comet IV Control Car Nos. 5011-5031	100	C	1
Comet IV Car Nos. 5235-5269, & 5535-5582	100	C	…
Comet V Car Nos. 6200-6213 (toilet), 6500-6601 & Comet Car Nos. 6000-6083	100	C	1
Multi-Level Control Car Nos. 7000-7061 & Multi-Level Car Nos. 7200-7298, 7500-7767 (trailer)	100	C	1
Hopper Car Series 9124-9154	25	E	3
Aqua Train Car Nos.9306, 9307, 9932	50	E	4
*NJT Wire Train Cars 9950 to 9952	60	E	3
*NJT Tool Car 9998	60	E	3
*Operation is *prohibited* east of Portal.			
Cars Marked MNR Operated by NJT			
Comet V Control Cars Nos. 6700-6714	90	C	1
Comet V Car Nos. 6750-6754 (trailer w/toilet)	90	C	1
Comet V Car Nos. 6755-6799 (trailer, no toilet)	90	C	1
Cars with over or under inflated air springs:			
Through crossovers and turnouts	30	...	...
All other movements	60	...	...
NJT- MULTIPLE UNIT CARS			
NJT Arrow III Nos. 1304-1533	80	C	1
MU Cars with over or under inflated air springs:			
Through crossovers and turnouts	30	...	...
All other movements	60	...	...

NJT	Spd	Train Type	Equip Dim
If overriding buffer plates occur on MU cars, Dispatcher must be notified immediately. Speed of train must not exceed 15 MPH, and when moving through crossovers and turnouts 5 MPH. Trainmen and passengers must not occupy or pass through vestibule area while train is in motion.			

SPEED - MAXIMUM AND VARIOUS: PRIVATE CARS

PRIVATE CARS (see SI 34-S4)	Spd	Train Type	Equip Dim
Type **A**	pnr	pnr	1
Type **B**	pnr	pnr	4
Type **C**	pnr	pnr	5
Type **D**	pnr	pnr	5
Type **ND:** *Prohibited* on Northeast Corridor	...	pnr	...

SPEED - MAXIMUM AND VARIOUS: SEPTA CARS

SEPTA	Spd	Train Type	Equip Dim
Control Cars Series 2401-2410, 2460, 2461, & Passenger Cars Series 2501-2525, *2550-2559; 2590-2595		C	1
Pull Mode	100	C	1
Push Mode	90	C	1
Push or Pull with over inflated air springs:			
Through crossovers and turnouts	30	C	1
All other movements	60	C	1
* End gates must be kept retracted, unless coupled to similarly equipped car.			
Cars 601, 602, 605, 606, 610	75	C	1
Cabin Cars 2002 & 2010**	45	C	3
** These cars are prohibited east of Bergen, and on No. 4 River Line Trk. at Girard.			
SEPTA - MULTIPLE UNIT CARS			
* SEPTA Silverliner IV (GE) Nos. 101-188, 270-499	95	C	1
* SEPTA Silverliner V Nos. 701-738, 801-882	100	C	1
MU Cars with over or under inflated air springs:			
Silverliner IV & V through crossovers or turnouts	30	...	...
Silverliner IV & V, all other movements	60	...	...

SEPTA	Spd	Train Type	Equip Dim
If overriding buffer plates occur on MU cars, Dispatcher must be notified immediately. Speed of train must not exceed 15 MPH, and when moving through crossovers and turnouts 5 MPH. Trainmen and passengers must not occupy or pass-through vestibule area while train is in motion.			

SPEED - MAXIMUM AND VARIOUS: US D.O.T. CARS

US D.O.T.[1]	Spd	Train Type	Equip Dim
DOTX 216	125	B	1
DOTX 217 *(See SI 41-S13)*	90	D	4
DOTX 218	70	D	4
DOTX 219	90	D	4
DOTX 220	90	D	1
DOTX 221, 223	110	C	1
[1] All US D.O.T. test cars must be towed by a locomotive, as they are not cab signal equipped (See SI 550-S1).			

SPEED - MAXIMUM AND VARIOUS: VRE CARS

VRE	Spd	Train Type	Equip Dim
Passenger Car Series V405, V408, V412, V413, V415	80	D	5
Passenger Car Series V421-V430, V433, V437	80	D	5
Passenger Car Series V710-V730	80	D	5
Passenger Car Series V800-V839, V850-V879	80	D	5
Trailer Car Series 840 – 848	80	D	5

Equipment Dimension Codes (engines & cars):

Equipment Dimension Codes (engines & cars):	
1)	Unrestricted operation on NEC not exceeding 14' 8" in height
2)	May operate Between Bergen & Harold, and "A & Empire" only when verbally authorized by Dispatcher at PSCC.
3)	Plate B not exceeding 15' 1" in height
4)	Plate C not exceeding 15' 6" in height
5)	Plate E not exceeding 16' 2" in height
6)	Plate F, and TOFC/COFC not exceeding 17' 2" in height
7)	Auto racks not exceeding 19' 0" in height
8)	Plate H (double stack) not exceeding 20' 2" in height

37-S6. AMTRAK FREIGHT EQUIPMENT

Unless otherwise restricted, Amtrak freight equipment is authorized to operate at freight train speeds.

37-S7. EQUIPMENT FITTED WITH INSTRUMENTED WHEEL SET (IWS)

To facilitate periodic train-track dynamics testing, one truck of certain cars will be refitted with an Instrumented Wheel Set (IWS). Since, by design, the brake system on an IWS equipped truck is either removed or cut out, no brake test is required on the IWS truck. IWS equipped cars will be considered as having 100% operative brakes, as long as the brakes on the non-IWS end of the car are operative. *When an IWS equipped car is operated in a train consisting of less than 3 cars (including the IWS car), train speed must not exceed 50 MPH.*

37-S8. AMTRAK TRAINS WITH MAIL, BAGGAGE AND EXPRESS (MB&E) CARS

This instruction applies to Amtrak trains with mail, baggage and express (MB&E) cars operating between Washington and Boston, or New Haven and Springfield. ***MB&E trains operating between Philadelphia and Harrisburg are governed by SI 37-G6.*** An “MB&E” car is a 1500 series MHC car; 1000, 1100, 1200, 1700 or 1800 series baggage car; or 70000, 71000 or 74000 series express mail car (see S.I. 41-S14). A “passenger carrying car” is a car designed to carry passengers and/or provide on-board services (e.g., coach, sleeper, food service car), not including private cars.

A Trains with 14 cars or less may operate at Train Type C speeds if they have no more than 2 MB&E cars for each passenger carrying car.

B Trains with 14 cars or less must operate at ***Train Type D*** speeds on the PW, NYP, NYT & NHB lines (see SI 37-P1, 37-N1, 37-T1 & 37-B1), and passenger train speeds not exceeding 80 MPH on other lines, if they have:

1) More than 2 MB&E cars for each passenger carrying car in consist, or

2) No passenger carrying cars in consist.

Exception: Trains of 14 cars or less that are handled by 1 or more AEM-7 or HHP-8 engines and have at least 1 passenger carrying car may operate at Train Type C speeds not exceeding 110 MPH, when the brakes on all cars are operative.

C Trains with 15 to 24 cars may operate at Train Type C speeds if they have no more than 2 MB&E cars for each passenger carrying car, and the brakes on all cars are operative.

D Trains with 15 to 24 cars must operate at ***freight train*** speeds if they have:

1) More than 2 MB&E cars for each passenger carrying car in consist, or

2) No passenger carrying cars in consist, or

3) Inoperative brakes on any car.

Exception: Trains with 15 to 24 cars that have more than 2 MB&E cars for each passenger carrying car, or inoperative brakes on any car, may operate at ***Train Type D*** speeds on the PW, NYP and NHB lines, and passenger train speeds up to 80 MPH on other lines, if they have at least 4 Amfleet, Horizon, Viewliner, or Heritage Sleeper cars, **and** no more than 15 MHC or baggage cars.

E Passenger trains with more than 24 cars are prohibited on all NEC lines except the PH line.

37-S9. SUCX FLAT CARS

Unless otherwise restricted, SUCX Flat Cars 54019, 54031, 54048, 54062, 54063, and 54073 are authorized to operate at freight train speeds.

37-S10. MOVEMENT AUTHORIZATION FOR EQUIPMENT NOT LISTED IN 37-S5

A “Clearance for Movement of Equipment” (NRPC #3542) form must be issued by the Amtrak Clearance Department to authorize the movement of any on-track equipment not listed in SI 37-S5, before operating on Amtrak Controlled Territory.

Method of Contact for Clearance Dept: Email: Clearance@amtrak.com

Train Dispatcher: before authorizing movement, the Dispatcher must conduct a job briefing with the crew and confirm that all information contained on the Clearance for Movement of equipment form is accurate and complete.

41-S1. EAST, NORTH RIVER AND EMPIRE TUNNELS AND PENN STATION NEW YORK

The following applies to the movement and storage of passenger and freight equipment through the East and North River Tunnels and Penn Station:

1) All hatch covers on cars must be closed and secured before entering tunnels.

2) Cars excluded from movement:

Cars containing shipments of hazardous materials requiring placards under the provisions of the current issue of CR/NS HM1, Hazardous Materials Regulations.

3) Operating limitations which must be observed:

(a) Passenger trains must not exceed 30 cars.

(b) Freight trains must not exceed 50 cars.

(c) Coal or charcoal ranges or heaters in kitchen or cabin cars of all steel construction must have fire banked prior to entering tunnels.

(d) Passenger and freight train cars containing butane, propane or other compressed flammable gas for cooking, lighting, heating, refrigeration or other purposes are restricted, unless such gas has been drained from the containers on cars so equipped or portable containers with other types of gasses have been removed. **EXCEPTION:** Work trains may carry canisters of compressed oxygen and acetylene for welding and other maintenance activities within the confines of all HUD, NYT & NYP Line tunnels. Quantities must be limited to one day's expected use. Canisters of oxygen and acetylene, either empty or full, may not be stored in the tunnels.

4) GP type hoppers must not be operated on tracks equipped for third rail operation.

5) Diesel and Turbine engines in passenger service not capable of drawing propulsion power from 3rd rail must be hauled by electric engines between east portal of the East River Tunnels, west portal of the North River Tunnels and north portal of the Empire Tunnel. (Diesel and Turbine engines may be idling while being hauled). They may operate independent of third rail power only when authorized by the Dispatcher at PSCC. **EXCEPTION:** This instruction does not apply to diesel powered Sperry Cars, or other track maintenance equipment equipped with proper exhaust attachments.

41-S2. CARS EXCEEDING 263,000 POUNDS

Cars with gross weight exceeding 263,000 lbs. cannot be moved without permission of the Division AVP.

41-S3. SINGLE-AXLE TRUCKS

Cars with single axle trucks must not be used as the rear car of any train operated in electrified territory. **EXCEPTION:** When necessary, Amtrak freight cars A18401 & A18402 may be used as the rear car of a work train moving to or from work locations. When this car is on the rear of a train, the Conductor must notify the Dispatcher. Rule 506, “Trains That Might Not Shunt”, must be applied while the train is in ABS territory; and Rule 605, “Movements That Might Not Shunt”, must be applied while the train is in interlocking limits.

41-S4. AMTRAK FREIGHT OR MW CARS

Amtrak freight or MW cars must be examined by the Conductor to determine the restrictions. (Making note if the provisions of Rule 119 apply to their train.) The Conductor must notify the Train Dispatcher and Engineer of any restrictions affecting the movement of their train.
Trains containing this equipment are restricted as follows (Also see SI 41-S8):
Penn. Station, NY
Must operate on No. 11 or 12 tracks Penn. Station, N.Y.
*Cars 15003 & 15051-15062 may operate on Penn. Station, NY Tracks 1-16 & 18-21, but are prohibited on Track 17.

41-S5. AIR DUMP HOPPERS & GONDOLAS

Movement of trains with Amtrak Air Dump Ballast Hoppers or Air Side Dump Gondolas Series AMT 13900-13967 in the consist must not be made with main reservoir hose coupled between engine and cars, except when coupled for the purpose of immediate dumping by direction of MW Foreman.

41-S6. OPERATION OF DOUBLE STACK CARS

Operation of double stack cars is prohibited on the Northeast Corridor, except under the following conditions:

1) No restriction applies to empty cars (i.e., flat car with no containers).

2) Single level loaded cars with axle loading not to exceed 65,000 lbs. may operate on any track where freight trains are permitted.

3) MERX type container cars loaded with two-tier trash containers, with height not to exceed 17' 2" and axle loading not to exceed 65,000 lbs., may operate between Attleboro and Mansfield.

4) Multi-unit double stack trash container cars not exceeding a height of 17' 0" above the top of the rail and axle loading not to exceed 65,000 lbs., may operate on the MRS Line between New Haven and West Springfield, and on the HUD Line between CP 156 and Poughkeepsie.

41-S7. AMTRAK BALLAST CARS

Amtrak 14600 series MFS-40 ballast cars mandate that the “A” end of the car must only be coupled to the “B” end of another MFS type ballast car or Casting Conveyor flat car AMTK 15907. When the adjoining car is not an MFS-40 type ballast car, BMS or BMS-100, or Casting Conveyor flat car AMTK 15907, a flat car must be used as an idler car under the “A” end of the car. Coupling any other type of equipment to the “A” end of the car is prohibited.

41-S8. SWITCH EXCHANGE SYSTEM CARS

The following restrictions apply to the movement of Switch Exchange System (SES) cars A18001-A18004, A18009, A18007, A18008, A18010, A18011, A18012, Amtrak flat cars 15610-15619 and 15655-15799, and any other authorized flat cars when the cars are loaded with panels:

1) They may be moved with an NRPC 3294 10C indicating the results of the inspection as:

   (a) No restrictions approved for movement per SI 37-S5, OR

   (b) Restricted, Clearance Form required under Rule 119(a).

   Note: Should no documentation be available, contact the mechanical desk at CNOC either directly at 1-800-424-0217 or through the train dispatcher.

2) They may be moved with the authority of, and when accompanied by, a qualified supervisor or MW Foreman. This supersedes the requirement above in item 1.

3) **They must not exceed 30 MPH. (Also see SI 41-S4)**

41-S9. VIEWLINER CARS: REQUIREMENT TO HAVE TRAP STEPS IN "UP" POSITION

Due to potential clearance problems, trap steps on Viewliner I Cars 62000-62049, Viewliner II Sleeping Cars 62500-62524, Viewliner II Bag-Dorm Cars 69000-69009, and Viewliner Inspection Car 10004 must be in the up position whenever these cars are moved outside of yards. (Also see S.I. 37-S5)

41-S10. TLM, UNDERCUTTERS, POWER CARS

Amtrak TLM No. 25001, Undercutters Nos. N14901, A14907, & A14910 Power Cars No. N14801 and Spike Puller No. 15999 must not exceed 25 MPH.
Due to potential clearance problems on the WT, PW, NYP, PH, NYS, HUD, NYT & NYP Lines, this equipment must not be operated on main tracks or running tracks in these territories until the Conductor and Engineer have received written notification of any routing restrictions.

41-S12. AMTRAK MW CRANES

Amtrak Kirow Crane A59601 is a self-propelled MW crane with 8 axles on span bolster trucks. It is authorized to operate in work trains at 30 MPH, or alone as a track car at 30 MPH. When crane A59601 is operating in a work train, it must be accompanied by an 89' flat car, either the AMTK 15615 or 15616. It has no clearance or weight restrictions on Amtrak lines.

American Crane A59019 is a self-propelled MW crane, and is authorized to operate at 30 MPH. American Crane A59019 is assigned equipment dimension 4 and may operate only on track segments where each Line's Special Instruction "40-x1" (for example, 40-B1) lists equipment dimension 4 or greater.

41-S13. U.S. DOT TEST CAR DOTX 217

At certain passenger stations, operation of U.S. DOT Test Car DOTX 217 is prohibited on tracks that are adjacent to high level platforms, as indicated by an "X" below:

Line	Station	MP	Track Numbers				
			1	2	3	4	6
PW	Bowie State	119.4	...	...	X	...	...
	Baltimore Penn Station	95.7	...	...	...	...	X
	Wilmington	26.8	...	...	X	...	...
NYP	New Brunswick	31.4	X	...	...	...	...
	Edison	28.9	...	...	...	X	...
	Metro Park	23.2	X	...	...	...	...
	Rahway	19.5	...	...	...	X	...
	Newark	8.8	...	X	...	X	...
NHB	New London	122.9	X	...	...	...	...
	Providence	185.1	...	X	X	...	...

41-S15. BRANDT TRUCK TRACK CAR TONNAGE LIMITS

Brandt Truck Operation

EQUIPMENT	Amtrak Ballast or Other Track Material (OTM) Cars Not Exceeding 100 Tons	Herzog Ballast Cars Not Exceeding 131.5 Tons
500HP Brandt truck (AX27335, AX22189, AX24065)	9	7
600HP Brandt Truck (AX24575, AX24576, AX24577, AX24578, AX24240, AX24241, AX24242, AX24243)	9	7
On Track Grades of 1% or greater (see following table)	6	5
475HP Brandt Truck (AX26441, AX25481, AX24769)	7	5
On Track Grades of 1% or greater (see following table)	4	3
NOTE: For movements operating under Dispatcher's authority, the Foreman in charge must report the car count to the Dispatcher.		

Track grade is 1% or greater.

LINE	FROM	TO
NHB	Forrest	Back Bay
DB	Hill	Fairmount
	South Bay	Broad
MRS	None	None
NYS	Harold	MP 9
HUD	A	MP 3
	CP 145	CP 146
NYT	NY Penn Station	Harold
NYP	NY Penn Station	Bergen
PW	Martin	River
	Biddle	Paul
	Charles	Pennsylvania Ave
	Frederick Road	Halethorpe
	B.W.I.	MP 108
	MP 118	Bowie State

LINE	FROM	TO
WT	A	Division Post
PH	Penn	Wynnewood

43-S1. CLOSE CLEARANCE SIGNS

At locations where “Close Clearance Signs” are posted, train crew members and other employees are prohibited from riding on side of moving equipment. The absence of these signs does not relieve employees from being familiar with locations of close clearance where signs are not displayed.

45-S1. CARS PLACARDED EXPLOSIVES

Cars placarded Explosives must not be handled in trains hauling 50% or more of petroleum products in box or tank cars.

47-S1. ELECTRICAL OPERATION

All employees who work in Amtrak electrified territory must carry and comply with the Electrical Operating Instructions (AMT-2).

47-S2. TRACKS EQUIPPED FOR AC ELECTRICAL OPERATION

Employees, when qualifying on the physical characteristics of the railroad, must familiarize themselves with the location of all electrified tracks. Amtrak main tracks are equipped for AC electrical operation.

Other tracks equipped for AC electrical operation

Line	Location
DB	No. 1 Track and No. 2 Track and associated switches and crossovers from Tower 1 to and including the diamond at South Bay
MM	Track No. 14 to and including Cabot
Various non-main tracks on the DB, MM Lines are also equipped for AC electrical operation	
NHB	All electrified tracks between New Haven & Boston are controlled by the Power Director at CETC, South Station, Boston, MA.
NYS	All electrified tracks east of dead sections catenary poles 204H to 206H (NYS Line) are controlled by the Metro North Power Supervisor at Madison Avenue, New York.

Line	Location
NYS	All electrified tracks between dead sections catenary poles 204H to 206H (NYS Line) and MP 76 (NYP Line) are controlled by the Power Director at Penn Station, New York.
NYP	All electrified tracks between MP 76 and Zoo are controlled by the Power Director at CETC, in CNOC, Wilmington, DE.
PH	All electrified tracks between Penn and MP 21 are controlled by the Power Director at CETC, in CNOC, Wilmington, DE.
PH	All electrified tracks between MP 21 and Harrisburg are controlled by the Power Director at CETC, in CNOC, Wilmington, DE.
PW	All electrified tracks between Zoo and Washington Terminal are controlled by the Power Director at CETC, in CNOC, Wilmington, DE.

Other Tracks NOT equipped for AC electrical operation

Line	Location
PW	Trk 1 Carroll and Landover
HUD	Trk 1 north of MP 1.1
HUD	Trk 2 north of MP 1
NHB	Trk. 3 between Pine & Orchard
NHB	Trk No. 3 between Stony and end-of-track
NHB	Trk No. 4 between Davisville & Malcolm
NHB	Trk No. 3 between Packard & Atwells
NHB	Trk No. 7 between Atwells and Orms
NHB	Trk No. 3 between Thatcher & Holden
NHB	Boston South Station Trks 1 & 13
MRS	All Tracks
PH	State No. 8 track from 538 feet west of the 8W Signal to end of track
PH	Electric lock switch at MP 39.27 to Caln Interlocking (Coatesville Station Bypass)

47-S3. PHASE BREAKS

Location	Tracks	Catenary Br or Signal Br	Distance of Break
NYP Line	2 & 3	W 3.44	200 feet East of & 200 feet West of Catenary Pole W 3.44
PW Line at Perry	1 & 2 3 & 4	Cat. Br 58.68	200 feet Northward & Southward
PH Line	1 & 2 3 & 4	Cat. Br 33.78 Cat. Br 33.71	360 feet Eastward & 360 feet Westward

47-S4. POSITION LIGHT PHASE BREAK INDICATORS

Line	In service on track	Governs track(s)	Location of Indicator	Distance from Phase Break
PW Line at Perry	1	1	**Northward trains:** Sig. Br. 590 **Southward trains:** Coudon's Rd. OHB, MP 58.34	1425 feet
	2	2		1425 feet
	3	3		1425 feet
	4	4		1425 feet
PH Line at Thorndale Substation	1	1 & 2	**Eastward trains:** Cat. Br. 34.15	1925 feet
	3	3 & 4		1925 feet
	1*	1 & 2	**Westward trains:** Cat. Br. 33.39	1900 feet
	4	3 & 4		1900 feet
*** Phase Break Indicator in service to the left of the track.**				

70-S1. FUELING LOCOMOTIVES

Prior to departing a fueling location, the engine crew must verify that the fuel vendor’s work is complete, and that all persons, tools, and equipment are in the clear.

70-S2. INITIATING MOVEMENTS

Before initiating movement, operators and crews must ensure hand brakes are released and that such movements are unobstructed and authorized (including, but not limited to, checking for skates, chocks, and chains, when applicable).

72-S1. RADIO ALARM HOT BOX/DRAGGING EQUIPMENT DETECTORS

1) As a train approaches a detector, the detector will check its own integrity.

(a) If the detector fails the integrity test, it will transmit a message stating the location and track number of the detector, the ambient temperature, and the words “Integrity Failure”.

(b) If the dragger feature has malfunctioned, it will transmit the message “Stuck Dragger”. Immediately upon detection of the first defect, the system will transmit the milepost location, the track number, and the message “Defect detected.”

When this message is received, the train must be stopped when rear end is clear of the detector.

2) When entire train has passed the detector, a radio message will be transmitted stating the results of the inspection. After a one second delay, the message will be repeated. If a defect is detected, the train must be stopped and inspected in accordance with the instructions received, and the Dispatcher notified.

3) Detector will identify suspected hot journals or dragging equipment by axle number counting from head end (including engines).

(a) If a defect is not found at the axle location specified, that entire car and the 2 cars immediately ahead and behind that car must be inspected. If the radio transmission reports 6 defects, which is the maximum number the detector can transmit, the entire train behind the 6th defect must be inspected.

(b) If Radio Alarm Detector fails to transmit the results of the inspection, or if the detector transmits that it has had an integrity failure or a stuck dragger, the Dispatcher must be promptly notified.

4) The final transmission from the Radio Alarm Detector must be acknowledged.
Example: *“Amtrak No. 171 Eng. 205 at Midway on No. 1 track, no defects, out.”* All Radio Alarm Detectors will transmit on Road Radio channels as designated on Station pages.

72-S2. WHEEL INSPECTION

1) When a train has been stopped because of sticking brakes, sliding wheels, or actuation of hot wheel scanner an examination of the car wheels must be made.

- If wheel shows signs of being overheated, the air brakes of that car must be cut out. If any cracks are found in the wheel, car must be set out. Attention must be given to flat spots and be governed by Rule 71.

2) When a train has been stopped because of actuation of Hot Wheel Scanner and no defect is found on reported car, crew members must inspect the two cars ahead and the two cars behind the reported car for defects.

72-S3. HOT BOX DETECTORS AND RECORDERS

Hot Box Detectors and Recorders which measure and record the heat of passing journal boxes are in service at various locations. At all installations, arrangements must be made to stop trains as soon as possible when the hot box detector so indicates by the recorder. Train or engine crews, upon contacting Dispatcher or Operator, will be advised as to which side of car and which journal has the defective condition. After the examination of a hot journal has been completed, the following information must be given to the Dispatcher:

1) Confirmation of the location of suspected car(s) in train.

2) The initial and number of car(s) and waybill information.

3) Condition of journal(s).

4) Location of hot journals to include the following:
Truck (lead or trailing), Wheel (lead or trailing), Side (north, east, south, west)

5) Type of bearing (friction or roller)

6) Type of packing if friction type bearing

7) Any other pertinent information.

If on observation no exception is taken to the reported defective car, crew members will be responsible for observing journal condition of the two cars ahead and two cars behind the reported car, opening journal box lids, if so equipped, for thorough observation. Operator will advise train crew of the suspected car(s) counting from the head end.

72-S4. USE OF TEMPILSTIK

Conductors, Assistant Conductors and Engineers must obtain and carry with them while on duty a 200 and a 219-degree Tempilstik.

72-S5. OVERHEATED BEARINGS-ENGINES

When engine develops an overheated axle bearing or motor axle suspension bearing enroute, engine will be isolated, if possible, or traction motor circuit cut out and operated with caution not exceeding a speed of 10 MPH to the next point where instructions can be received or where engine may be set off. Any engine reported having an overheated axle bearing or motor suspension bearing or found overheated on inspection must not be dispatched.

72-S6. HOT BOX INDICATORS ALARMS AND HOT JOURNALS

On a car known to have a hot journal, the air brakes must be cut out and all air released from reservoirs as promptly as practicable. Engines or cars equipped with smoke and/or odor hot box indicators will release a strong penetrating odor and/or a volume of dense white smoke when bearings become overheated. When either of these indications is observed, train must be stopped, and a prompt report made to the Dispatcher.

The use of sand or dirt for extinguishing fires in journal boxes is prohibited. Water or snow should not be used for cooling hot journals except in an emergency and when used, journal should be cooled as slowly as conditions will permit.

When a journal equipped with a lubricating pad is found overheating enroute, train must be stopped, and examination made. The lubricating pad must be adjusted or replaced with an oil saturated pad in good condition if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through use of cooling compound, car should be set out.

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute and should be used before journal becomes red. Journals with broken brasses shall not be treated with cooling compound. When applying cooling compound, it shall be placed along full length of rising side of journal, particular attention to be given to placing compound at back or inside end of journal. Cars having

journals treated with cooling compound shall be tagged in a prominent place near journal, using prescribed form at time compound is applied.

When cars with hot journals are set out where inspectors do not take immediate charge, the crew must make a careful inspection of the underside of wooden flooring to determine that it has not been ignited by the blaze from the hot journal and must extinguish all fire before proceeding with the train and the journal should be left in such condition as to avoid damage to car by fire.

Conductor must make prompt report to Dispatcher of cars treated enroute or set out account overheated journal stating whether treated by cooling compound, by water or snow, also whether heating was detected by odor or smoke or hot box alarm.

72-S7. WAYSIDE HOT BOX DETECTORS - 2 CONSECUTIVE ACTUATIONS

NOTE: The procedures outlined in this instruction apply equally to cars *and engines.*

When the same car of a train actuates 2 consecutive wayside hot box detectors which require the train to be stopped and inspected, and no hot bearing or other defect which may have caused the hot box detectors to actuate (i.e., sticking brakes) is found on that car or the 2 cars ahead and behind it, the following actions must be taken:

1) The train must not exceed 30 MPH for the next 5 miles.

2) The train must be stopped at that point and all bearings of the car reported to have actuated the detector reexamined. The 2 cars ahead and behind the reported car need not be reexamined during the 5-mile inspection.

3) If no hot bearing is found during the 5-mile inspection:

   (a) The Dispatcher must be promptly notified.

   (b) The Train must not exceed 80 MPH, and

   (c) The car must be set out at the next major terminal: Washington, Philadelphia, Harrisburg, New York, New Haven, or Boston.

When a train actuates the last wayside hot box detector before a crew change location, the relieving crew must be advised of the car that actuated the detector so that they can follow the above procedure if the car actuates the next wayside hot box detector enroute.
Note: Refer to AMT-3, Air Brake, Equipment and Train Handling Rules and Instructions, for instructions regarding On-board Hot Box Detectors.

72-S8. WHEEL IMPACT DETECTORS

1) Wheel impact detectors are installed at the locations listed in Line Special Instructions to measure the amount of vertical force produced by each wheel in thousand-pound units called “KIPS” (KPs). If an elevated KIPS reading on the equipment is detected, the CNOC Mechanical Desk will verbally notify the dispatching office and advise Transportation employees on the next steps:

   Alert Level 1:

   - Stop equipment immediately under the following conditions.

     (a) Clear of any bridges or tunnels

     (b) 200ft clear of an automatic road crossing

     (c) Clear of interlocking limits

- Establish appropriate protection to visually inspect the equipment.
- Visually inspect the wheel(s) associated with the report for damage or crack(s) on the wheel plate or flange.
- Visually inspect truck and suspension systems for damaged, missing, or defective components.

If inspection by the crew determines no defects have been found, it is permissible that the equipment can be moved at a walking speed with a ground observer to the nearest clearing point, and equipment may be set out.

Alert Level 2:

- Slow train not to exceed 30mph.
- Stop equipment at the next available siding or station.
- Establish appropriate protection to visually inspect the equipment.
- Visually inspect the wheel(s) associated with the report for damage or crack(s) on the wheel plate or flange.
- Visually inspect truck and suspension systems for damaged, missing, or defective components.

If inspection by crew determines that no defects or damage was found, it is permissible that the equipment can be moved with a speed restriction not to exceed 30mph to a repair facility.

If inspection by crew determines there are defects present to wheels, trucks, suspension, or related components, equipment may be permitted to move at a walking speed if determined safe and set out the equipment at the nearest opportunity.

2) **Defects—**once a defect is found, it must be communicated to the mechanical immediately to determine the next steps for removing and repairing the equipment.

3) **For Non-Amtrak equipment –** the same requirements for inspection apply as above in item A, except such equipment will not be inspected by Amtrak mechanical department employees and will be reported to the tenant railroad by the CNOC Mechanical Desk.

72-S9. WAYSIDE HBD ACTUATION ON EQUIPMENT WITH OBHBD SYSTEM

ACS-64 locomotives, Highspeed Trainsets, HHP-8 locomotives and Amfleet cars are equipped with an On-Board Hot Bearing Detection System (OBHBD). If a wayside Hot Box Detector actuation indicates a defect on more than two consecutive axles of this equipment, a crewmember must verify that the OBHBD is working on each car/locomotive indicated and determine whether any defects or system faults have been activated. If the inspection of the on-board system reveals no exception before the train has stopped, the Dispatcher must be notified, and the train may continue at normal speed without additional inspection.

If the next wayside hot box detector indicates a defect on one of the same cars/locomotives indicated above, it will be considered the second consecutive actuation and the requirements of SI Section 72 will apply.

80-S1. MOVEABLE POINT FROGS & SLIP SWITCHES

To enhance ride quality, many interlocking crossovers and turnouts are equipped with moveable point frogs. Moveable point frogs are power operated and must be properly lined for straight and diverging movements.

Trains or other on track equipment required to operate at Restricted Speed within interlocking limits (e.g., Rule 241 or out-of-service track) must be prepared to stop short of an improperly lined moveable point frog.

A moveable point frog that is properly lined for a straight movement on the track to the right.

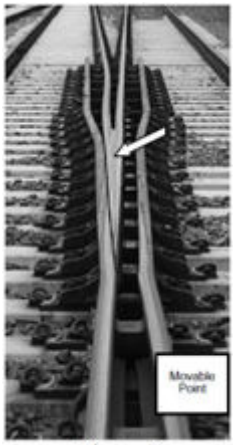


Fig. A

A slip switch with a moveable point frog that is properly lined for a straight movement on the track in the center. Note: Some slip switches do not have moveable point frogs.



Fig. B

Interlockings equipped with moveable point frogs or slip switches are indicated in the notes on each Station Page, however, this does not relieve employees from being prepared to stop within one half the range of vision short of a moveable point frog or slip switch not properly lined at ***any*** interlocking when movement at Restricted Speed is required.

91-S1. DEPARTING PASSENGER STATIONS

Prior to departing a passenger station where an Interlocking or Controlled Point signal governing the train's departure is clearly visible,

1) The Conductor of the train must verbally communicate permission to proceed, which must include the phrase "on signal indication" in their communication to the Engineer. This communication must be made via radio, except when radio congestion would cause train delay then it is permissible to use the train's intercom or PA system in the same manner.

2) The Engineer must respond by communicating train identification, direction, signal name, and track number.

3) The Conductors response must include the signal name.

Example:

Conductor: “Amtrak Train No. 95, OK to proceed on signal indication, over.”

Engineer: “Amtrak Train No. 95, Track 8, OK to proceed (direction) on a(n) (signal name), over.”

Conductor: “Roger, departing on a(n) (signal name) Conductor Amtrak Train 95, out.”

98-S1. YARD OPERATIONS

1) Authorization for movement or to make tracks inaccessible within yards, must be obtained from the Yardmaster. When IMCS Department work is to be performed in the yard, it must be planned, coordinated and communicated in advance with the Yardmaster. Work that includes removal of tracks from service or tracks made inaccessible by the IMCS department should be posted in the Yard Bulletin. Coordination of routine IMCS work or projects that might affect yard tracks or its operations must also be posted in the Yard Bulletin, when practical.

2) Where work requires the removal of catenary power within yards, the yardmaster will be knowledgeable of power plates and be provided plate maps for their reference to verify that proper protection is afforded for plate orders. They will ensure that Plate Orders are properly protected in accordance with the instructions on NRPC 2990, including that that electric equipment is not operated on tracks named by Plate Order issued to the power director. Any unattended electric equipment that is within limits of associated power plates must be properly secured and tagged “DO NOT OPERATE”, until permission for their use is granted by the yardmaster.

3) Upon plate request and initial job briefing, the power director will advise the yardmaster of the qualified person to operate switches for the protection of work. That qualified employee must use the appropriate lock (102) to secure the switch(es) in position(s) directed by the yardmaster. If a qualified employee is not provided by the power director, the yardmaster may direct another qualified employee to operate, lock and tag the switch(es) in the same manner. Once the job briefing regarding the work to be performed has been completed, the yardmaster will coordinate with IMCS and/or Mechanical personnel to confirm that:

   (a) Hand-operated switches (or derails when permitted by the yardmaster) leading to the affected track(s) to be protected are lined against the move secured with an effective locking device by a qualified employee under the direction of the yardmaster. Removal of, or subsequent reapplication of such locks, will be directed by the yardmaster.

   (b) When power plates involve coordination with a mechanical facility, the mechanical department employee in charge will verify with the yardmaster that the affected plate is protected by means of ensuring no pantographs are raised and that electric equipment is properly secured to prevent operation, or, the mechanical facility has cut catenary and/or third rail power not to be restored until permission from the yardmaster is granted.

   The yardmaster must record assurance of such protection on line 5 of the form before granting permission to remove the power to the power director. Requirements of the Plate Order that are applicable to the “train dispatcher” are applicable to yardmasters where they have jurisdiction. Any removal of protection listed on Line 5 of side A, while a Plate Order is in effect, must be verified for non-electric movement and have the yardmaster’s approval to remove and reapply the protection. The yardmaster must record this information on the top section of Side B of the Plate Order in effect. When protection is no longer required, the power director will coordinate the final release of the plate with the yardmaster. Once the yardmaster cancels the Plate Order, they will notify the affected employees.

4) The use of temporary derails to protect working limits within yards must be coordinated in advance with the yardmaster or employee in charge of the yard.

5) Any electric equipment remaining within the specified limits of the plate order(s) must be properly secured with all pantographs locked in the down position and control stand(s) tagged “DO NOT OPERATE” under directive of the yardmaster before the plate order can be issued to the power director.

98-S2. DOUBLE-CHECKING SWITCHES AND DERAILS

When radio communication is used in connection with switching operations or with the shoving, backing, or pushing of a train, engine, or other On-Track Equipment:

(a) The employee directing the movement must advise the engineer or equipment operator of the track name or number and that all switches in hand operation and derails are properly lined for the intended move.

(b) The engineer or equipment operator will repeat this information and require the employee to “double-check” the position of the switches and derails.

The engineer or equipment operator must not begin the movement until confirmation is received from the employee directing the movement that the position of the switches and derails have been “double-checked” for the intended route of travel.

101-S1. SWITCHING BAGGAGE CARS

When switching baggage cars containing metal mail containers, Trainmen are prohibited from riding inside car while movement is being made. No baggage cars containing metal mail containers will be moved until all doors of car are closed. Mail Foreman on platform will ensure these doors are closed.

109-S1. NJT COMET EQUIPMENT: CUTTING OUT CONTROL STAND & SECURING TRAIN

This instruction applies to Amtrak employees handling trains with NJT Comet cars in consist. Before cutting out the operating control stand, the Engineer must ensure that a minimum of two hand brakes are applied to secure the train. The Conductor must promptly notify the Engineer when the hand brakes have been applied.

116-S1. SHOVING OR BACKING MOVEMENTS

1) **Operating From Other Than the Leading End with Occupied Passenger Equipment**
When operating from other than the leading end with occupied passenger equipment, a crew member must be in position to operate and use the back-up hose on the leading end of the move. A test of the back-up hose must be made in accordance with AMT-3 Instruction 2.17.2. If the back-up hose is defective or no back-up hose is available, the procedures of AMT-3 Instruction 2.17.3 will apply.

Exception: Movement may be made without a back-up hose or crew member in position to operate the emergency brake valve when a full baggage car is on the leading end of the movement and/or conditions make it unsafe for the crew member to ride on the side of the leading car. In such a case, the crew member must provide on-ground protection preceding the move.

For the purpose of this instruction, the following constitute occupied passenger equipment:

- Occupied passenger cars in revenue service, including private cars.
- Occupied in-service business cars, inspection cars, and Department of Transportation (DOT) cars.

2) **Location of Engineer: The engineer must operate from the leading end of the movement when equipped with an operating compartment, cab car or properly pointed locomotive.**

Exceptions: Engineers may operate from other than the leading end of the movement:

(a) As listed in Line Special Instructions.

(b) When authorized by the Train Dispatcher.

(c) When changing ends would occur in a tunnel.

(d) When the movement does not exceed one train length on a main track, or one train length beyond an opposing interlocking signal.

3) **Engineer Operating from Other Than the Leading End of Movement. When an engineer operates a train from other than the leading end of the movement:**

(a) Crew members must take proper action to control the movement.

(b) The maximum authorized speed is: Not exceeding 20 MPH.

(c) Back-up movements adjacent to station platforms must not exceed 5 mph until the leading end of the movement is clear of the platform.

Exception: While operating with P-32AC/DM locomotives in 3rd rail mode, back-up moves adjacent to station platforms must not exceed 15 MPH until leading end of movement is clear of platform. **(Exception to AMT-3 2.17.1)**

(a) When backing onto stub end tracks, a preliminary stop must be made at least 250 feet from bumping post/end of track. After making the preliminary stop, do not exceed 2 mph until the final stop.

(b) When a preliminary stop at a station is required, conductors must not permit the opening of passenger car doors until the final stop is made.

(c) The crew member directing the movement must be qualified on the physical characteristics of the territory, in locations where main track rules are in effect.

(d) The crew member directing the movement and the engineer must effectively communicate to comply with the requirements of Restricted Speed, or movement on other than main track, as applicable.

4) **Location of Crew Member Directing Movement**

When cars or engines are being shoved, a crew member must be on the leading end of the movement, provided the leading car or engine is equipped with an operator's compartment, vestibule, doorway, platform, or a side ladder. If not equipped, or when close clearances do not permit riding the side ladder, the crew member directing the move must precede the move and ensure that switches and derails between the movement and their location can be plainly seen and are known to be in proper position. When a crew member is specifically required to precede a shoving movement by operating rule, another crew member must be stationed on the leading end of the movement, provided the leading car or engine is equipped with an operator's compartment, vestibule, doorway, platform, or a side ladder.

Exceptions:

(a) After making a safety stop prior to coupling, in accordance with AMT-3 Rule 2.10.1, the crew member on the leading end of the shoving movement may dismount in order to observe the coupling.

(b) When a model P32AC-DM locomotive (Series 700-717) is being shoved, a crew member must either be on the leading end or precede the movement. When on the leading end, hand signals or radio headset(s) may be utilized.

(c) When a conductor is working without an assistant conductor and must precede the shove movement required by operating rule.

5) **Crew Member Required Communications**

(a) Before Initiating Movement:

The crew member directing movement from leading end must inform the engineer of all conditions that may affect the movement, including the position of derails, switches, or signal indications. This information must be included, when applicable, in subsequent instructions throughout the movement. The crew member directing a shoving or backing movement by radio must include, in addition to the above, their title and whether they are on the leading end or preceding the move (due to close clearance, or when the leading car or engine is not equipped with an operator's compartment, vestibule, doorway, platform, or side ladder). The engineer must not begin movement until this information is received and understood. If using hand signals, the engineer must not begin movement until the employee directing the shoving or backing movement announces they are on the leading end with permission to proceed. If the movement will be preceded on the ground by the employee directing the move, it must be communicated either face-to-face, or by radio. When backing or shoving engines or cars using hand signals, the employee directing the movement must remain within unobscured view, otherwise the movement must stop.

(b) Communicating Distances:

When shoving or backing, the crew member directing the movement must transmit distance in car lengths and the engineer must stop within half the distance specified, unless additional instructions are received.

When the distance to be traveled is within 5 car lengths, the conductor must call out the distance as a countdown for each car. Employees must not provide car counts in excess of what is required to complete the shoving move.

For example: "Amtrak YM12 Conductor to the Engineer, shove five car lengths south… four cars… three cars… two cars… one car."

The engineer must verbally acknowledge radio instructions by repeating the distance communicated when more than four cars.

Distances conveyed beyond the final car length may be specified in feet, if necessary.

119-S1. HANDLING OF HAZMAT, EXCESSIVE WEIGHT, OR EXCESSIVE DIMENSION CARS

Trains containing hazardous material, excessive weight or excessive dimension cars must not occupy an Amtrak main track or running track until the Conductor or Engineer has communicated with the Dispatcher and ensured that the Dispatcher has received the required restricted car information. Employees are required to carry the hazmat book. Prior to permitting trains containing hazardous materials to occupy Amtrak controlled tracks the Train Dispatcher must confirm receipt of the trains complete consist.

131-S1. PROTECTING WORK LOCATIONS: CONDUCTOR/FLAGMEN RESPONSIBILITY

Conductor Flagmen (Conductor Flags) are Transportation Department employees assigned to protect contractor work groups. Conductor Flag assignments are not typically covered service under the Federal Hours of Service law, and are governed as follows:

- Conductor Flags must not perform service in excess of twelve (12) hours unless authorized by a Trainmaster.
- An employee who works as Conductor Flag in excess of twelve (12) hours must have at least ten (10) hours rest before accepting another assignment.
- An employee who works as Conductor Flag in excess of four (4) hours must have at least eight (8) hours rest before accepting another assignment.

1) **Roles and Job Assignments**

(a) **Roadway-Worker-In-Charge (RWIC):**

- Regardless of craft or specific job title, the qualified employee who establishes on-track safety via the train dispatcher is the RWIC.
- An RWIC must never release on-track protection until all workers and equipment are clear of the affected working limits.

(b) **Conductor Flags:**

A Conductor Flag responsible for a contractor work group under the overarching authority of the RWIC granted via Form O is the Employee-In-Charge (EIC)

1) **Conductor Flags must**

(a) Be qualified on:

- RWP
- Operating Rules
- Physical Characteristics

(b) Ensure job briefings are held as required and facilitate on-track safety briefings with all railroad and private contractor employees assigned to protect.

(c) **Point Conductor:**

Is an Amtrak Transportation Department Conductor Flag assigned to oversee and track the fouling or occupancy of working limits for one or more contractor work groups, under the supervision of the RWIC.

(d) **Required Safety Forms:**

The following quick reference table identifies the forms to be used by an RWIC, Point Conductor and/or Conductor/Flagmen.

Form Number	Form Title	Responsible Employee	When	Why
NRPC 4104 Part 1	Job Briefing Documentation Form	Anyone familiar with the details of the work and associated hazards can complete the Job Briefing Documentation side of the document.	• Before beginning work. • When work conditions change. • When a new worker joins the workgroup. • When the tasks become confusing, or distractions are identified. • When a rule violation occurs or is alleged.	Ensure all workers meet to discuss all aspects of the work and any safety-related concerns.
NRPC 4104 Part 2	Job Briefing Documentation Form	An RWIC or EIC who is coordinating authority to foul working limits must fill out the On-Track Safety Briefing side of the form.		Ensure all roadway workers understand the on-track safety procedures to be used.
NRPC 4107	Conductor Flagmen Supplemental Checklist	A Conductor Flagman who is establishing on-track protection for contractor protection.		…
NRPC 3045	Authority to Foul Tracks Record	The RWIC receiving foul time authority from the Train Dispatcher.	Whenever foul time is used as the means of on-track protection.	Document the means of protection, including all associated details.
NRPC 3472	Working Limits Occupancy Authority – Form O	The RWIC who is authorizing additional work groups to foul his/her working limits.	When the RWIC authorizes any additional work group to foul his/her working limits.	Document additional work groups authorized to foul working limits in order to provide a record of such authority and to avoid an inadvertent release of foul time authority while the working limits are still occupied.

131-S2. TRAIN APPROACH WARNING FOR ACELA II HST TESTING

Before establishing Train Approach Warning between or at any of the locations below, the RWIC must verify with the Train Dispatcher if Acela II HST testing is scheduled at any time during their shift. If testing will take place, Train Approach Warning must be established for the speed indicated, using the tables provided below.

Main Line	Location	Speed
NHB	High Street (MP 142.9) to Cranston (MP 181.2)	165 MPH
NYP	County (MP 32.8) to Ham (MP 55.7)	165 MPH
PW	Phil (MP 3.6) to Perry (MP 59.5)	165 MPH

Minimum Sight Distance Chart

Maximum Authorized Speed (MPH)	Feet Per Second	Minimum of 15 Seconds in the PPOS (Feet)	5 Seconds to clear plus 15 Seconds in the PPOS (Feet)
165	**242**	**3630**	**4840**
10 Seconds to clear plus 15 Seconds in the PPOS (Feet)	15 Seconds to clear plus 15 Seconds in the PPOS (Feet)	20 Seconds to clear plus 15 Seconds in the PPOS (Feet)	25 Seconds to clear plus 15 Seconds in the PPOS (Feet)
6050	**7260**	**8470**	**9680**

132-S1. MAINTENANCE WORK WITHOUT FORM D

Work or wire trains, single unit rail grinding track cars, the MPMV, and the Catenary Maintenance Car, may perform work without Form D Line 4, but only under the conditions listed below:

1) Permission is obtained from the Dispatcher, AND

2) The work is confined to interlocking limits, AND

3) No other MW equipment is involved, AND

4) The track or catenary structure is not disturbed to the extent that a restriction on movements would be required if it were necessary to clear the equipment performing the work.

   Movements will be governed by Interlocking Rules. If necessary, to make shifting movements outside of interlocking, the applicable rules will apply.

132-S2. BRIDGE STRIKES

A "bridge strike" is defined as any physical contact between a vessel or vehicle and the track supporting portions of an undergrade bridge, excluding contact with the fender system of a bridge over a waterway or the abutment or wing-wall of a bridge over a highway.

Unless otherwise instructed, trains notified that this Special Instruction is in effect must operate at ***Restricted Speed*** over the bridge specified, or between the locations named. Train Dispatchers who are advised of an alleged bridge strike must immediately take the following actions:

1) If the bridge is on the Critical Bridge List (see below) hold all trains clear of the bridge.

2) If the bridge is **not** on the Critical Bridge list:

(a) Instruct the crews of affected trains to add the location of the restriction on the pre-printed “Bridge Strike” line at the bottom of their TSRB, in accordance with TSRB addition procedures outlined in SI 1-S3.

or

(b) Issue a Form D (line 13) to crews of the affected trains, in the following format: ***Bridge strike SI 132-S2 in effect at/between [location(s)].***

(c) Continue to provide the protection described in item 1 or 2 above until the bridge has been released by the Division Engineer, or his duly appointed representative.

NOTE: A bridge number can be used to designate the location of the restriction only when the number is clearly stenciled on the bridge, and the number conforms to the bridge's approximate mile post location. Otherwise, the restriction must extend between the first readily identifiable physical characteristic locations on each side of the bridge. As an alternative to the bridge number, the street name used in conjunction with the mile post can be used to designate the location of the restriction so long as the street name and mile post is marked on or at the bridge.

On the PW, PH and NYP Lines, **bridge markers** have been placed between all tracks Phil-Ragan and Overbrook-Paoli, and adjacent to 2 & 3 tracks Zoo-Holmes, to aid in bridge identification. Employees must use care when walking on the right of way at these locations.

NYP Line signs on catenary poles with bridge numbers conforming to MP location and/or street names

Street Name	City	Location
Edison Place	Newark, NJ	MP 8.77
Chestnut St.	Newark, NJ	MP 9.39
South St.	Newark, NJ	MP 9.64
Murray St.	Newark, NJ	MP 9.84
McClellan St.	Newark, NJ	MP 12.37
North Ave	North Elizabeth, NJ	MP 12.98
Fairmont Ave	Elizabeth, NJ	MP 13.36
Wood Ave	Linden, NJ	MP 17.26
Stiles St.	Linden, NJ	MP 17.65
Evergreen Road	Edison, NJ	MP 24.08
Parsonage Road	Menlo Park, NJ	MP 24.38
Port Reading RR	Metuchen, NJ	MP 24.56
Grove Ave	Metuchen, NJ	MP 25.32
Main St.	Metuchen, NJ	MP 25.84
Lake St.	Metuchen, NJ	MP 26.05
Suydam St	New Brunswick, NJ	MP 31.80

Street Name	City	Location
Deans Lane	South Brunswick, NJ	MP 38.60

CRITICAL BRIDGE LIST

Line	Bridge name/location
All listed bridges are moveable except Gunpowder River and Niagara Whirlpool	
NHB	Conn, Nan, Shaws Cove, Groton (Thames), and Mystic River.
NYS	Pelham Bay
HUD	Inwood (Spuyten Duyvil), LAB
NGB	Niagara Whirlpool
NYP	Portal and Dock
PW	Susquehanna River, Bush River, Gunpowder River (Gunpow)

132-S3. REPORT OF ROUGH TRACK OR DIP IN THE RAIL

When a report of rough track or a dip in the rail is received, the Train Dispatcher must take the following actions.

1) Immediately hold all trains clear of the affected track and apply blocking devices.

2) Maintain a hold on the affected track until inspected by a qualified IMCS Department employee.

3) Once inspected, the qualified employee will notify the Train Dispatcher if any restrictions are necessary.

Exception: If no other routes are available and the defect is not on a Critical Bridge, trains may be permitted to operate through the affected area by Form D or TSRB addition at Restricted Speed not exceeding 10 MPH, until inspected.

132-S4. REPORT OF BROKEN RAIL OR PULL-APART

When a report is received of a broken rail or pull-apart, the Train Dispatcher must:

1) Hold all trains clear of the affected track and apply blocking devices.

2) Notify the MW department of the reported defect.

3) Maintain protection of the affected track until inspected by a qualified IMCS department employee. If no other routes are available and when permitted by an MW employee at the track defect location, trains must not exceed:

4) 10 MPH from the last whole MP to the track defect.

5) 4 MPH while being walked over the broken rail of pull-apart by an MW employee on the ground.

6) Movement over the broken rail or pull-apart must be authorized by Form D Line 13, written in the following manner:

"13. Broken rail (pull-apart) reported at MP 12.3. Do not exceed 10 MPH from MP 12 to the track defect. Movement over the defect must be directed by MW employee on the ground and must not exceed 4 MPH."

132-S5. HEAT-RELATED TEMPORARY SPEED RESTRICTIONS

During time periods of high temperatures, the IMCS Department may impose temporary heat-related speed restrictions. When these conditions exist the train dispatcher will notify train crews by Form D, TSRB, TSRB Addition, or verbally when SI 132-S5 is in effect.
When notified, trains will operate not exceeding Level 1, Level 2, or Level 3 speed restrictions on specified tracks, in affected zones, unless otherwise restricted. See Table 1 below and item 2 referring to part D. of the daily TSRB in this instruction.

1) **Verbal Notification – SI 132-S5 is in Effect**

Verbal notification will be made in the following manner:

"Operate according to SI 132-S5 [Level 1, Level 2, or Level 3] heat restrictions between [Zone], on specified tracks, unless otherwise restricted."

HEAT-RELATED TEMPORARY SPEED RESTRICTIONS

Level	Speed Restriction	Tracks	**Zone** (Between)
Level 1	Do Not Exceed: 100 MPH	All	Between stations as determined by IMCS Department
Level 2	Do Not Exceed: 80 MPH		
Level 3	Do Not Exceed: 30-(Psgr) / 25-(Frt) MPH	Specified Trk(s).	

(a) **Train Dispatcher's Responsibilities:**

1) Verbal notifications of heat-related restrictions may only be made to enroute trains approaching or within affected heat restriction zones. Note: "Approaching" Train is defined as a train that has operated past their last station stop but in advance of the affected Heat Restriction "Zone".

2) Blocking devices must be applied to prevent trains from entering affected zones and must not be removed until the conductor and/or engineer acknowledges receipt of the heat related restriction(s).

3) Dispatchers must record the level, zone, effective time and/or time canceled of heat-related speed restrictions in part D of the current TSRB.

4) Restrictions must be entered into ACSES (PTC) to enforce all heat related temporary speed restrictions until released by the IMCS department.

(b) **Crew Responsibilities:** When verbally notified that SI 132-S5 is in effect, the engineer of trains approaching or within affected zones must:

1) Repeat the information and confirm the level of the restriction (1, 2, or 3) and the zone(s) affected with the dispatcher and relay the information to the crew. Crew members must acknowledge the receipt of this information.

2) Not exceed the level speed on all tracks as listed is the table above or immediately reduce the speed of the train to the level speed in the affected zone.

3) Notify the train dispatcher when the reduced speed requirements are met.

2) **Notification by TSRB or Form D Line 13 – SI 132-S5 is in Effect**

(a) Temporary Speed Restriction Bulletin (TSRB): Part D.

Part D. of the current Temporary Speed Restriction Bulletin (TSRB) will be published as needed and will list all heat-related speed restrictions.

1) Train crews are required to ensure that they are in possession of all pages of the daily TSRB

2) Heat-related restrictions effective during specific time periods may be listed on the TSRB at the time of publication. Crews are required to comply with all heat-related speed restrictions only between the hours listed. (See example below.)

3) Dispatchers are required to enforce all heat-related restrictions in ACSES(PTC) during the time period or effective time listed and at the starting time, notify trains that are approaching or within the affected zones of enforcement to avoid penalty brake application.

(b) Form D Line 13

Form D line 13 may be used to notify train crews that SI 132-S5 is in effect in the following format:

13. "Operate according to SI 132-S5 [Level 1, Level 2, or Level 3] heat restriction on [Specified] track(s) between [Station] and [Station] between the hours of [12:00 PM] and [7:30 PM] unless otherwise restricted."

1) Crews are required to comply with all heat-related speed restrictions only between the hours listed.

2) Time period of the restriction must begin and end on the hour or half hour.

3) Dispatchers are required to enforce all heat-related restrictions in ACSES(PTC) during the time period or effective time of the Form D and at the starting time, notify trains that are approaching or within the affected zones of enforcement to avoid penalty brake application.

4) When the time period for the heat-related restriction has expired or becomes unnecessary due to prevailing conditions, dispatchers must cancel the Form D and suspend ACSES (PTC) enforcement.

132-S6. HIGH-WATER CONDITIONS

Trains and engines must not be operated over track(s) with water above the top of the rail until the track(s) have been inspected and verified as safe by a qualified employee and reported to the dispatcher. If unable to inspect or verify as safe, trains must not proceed until a proper inspection has been completed by a qualified IMCS Department employee.
Once inspected and verified as safe, operate trains and engines not exceeding 5 MPH when water is above the top of the rail. If water is more than 3 inches above the top of the rail, a mechanical department supervisor must authorize the movement.

133-S1. PROTECTION OF OUT-OF-SERVICE TRACKS

When a Main Track is removed from service, the RWIC named in the authority must ensure that each of the following safeguards is taken after the authority is made effective, but prior to beginning work:

1) A shunting barricade must be erected at each end of the work area within the out-of-service limits and be secured into position with a lock. A non-shunting barricade consisting of two crossed ties, or a “Non-Shunting Barricade” sign, may be substituted for a shunting barricade only when a portion of a track within interlocking limits is removed from service. Unless entirely within a pocket track, when a portion of a track within interlocking limits is removed from service, a C&S employee must approve the location of the barricade(s) and remain available to establish any desired routes when necessary. If shunting barricade(s) cannot be used to remove a portion of an interlocking track from service, the RWIC must request the assistance of a C&S employee to ensure the signal leading to the out-of-service portion will not display an aspect more favorable than “Restricting.”

2) The RWIC must confirm with the dispatcher that a Track Occupancy Light (TOL) is displayed at both ends of the Work Area.

The safeguards prescribed above are not required when the out-of-service is solely for walking inspections, or work is performed exclusively with the following equipment: Work Trains, MDZ (coupled or separate), TLM, 08-Unimat Switch Tampers, 09-4S Combo Tampers, BMS, Plasser Undercutters, Sperry Cars, Catenary Maintenance Car (MTW-100), Switch Exchange System (SES), Rail Grinding Trains, MPMV (coupled or separate), Brandt Truck (with or without cars), MMU-1000 (coupled together with the material car and working car), TSAV, ATIV, CSXT GRMS 1 & GRMS 2, or NJT-TGIV.

133-S2. ADDRESSES

1) **Infrastructure Maintenance & Construction Services (IMCS) Roadway Workers**

When an Amtrak IMCS/Capital Delivery employee requests exclusive use of a track, they will be identified in the address line of the Out-of-Service authority as “Amtrak Foreman,” plus their last name (ex. “Amtrak Foreman Jones”). Out-of-service authorities requested by employees of other railroads on Amtrak-controlled territory, where permitted, will have the name of their employing railroad precede the word “Foreman” (ex. SEPTA Foreman Jones).

2) **Transportation Employees**

Work that will disturb the track or catenary structure must not be performed unless the track is removed from service in the name of a qualified RWIC.

The Train Dispatcher may remove a track from service in a conductor’s name if they are RWP-qualified (Conductor Flag) or only when all of the following conditions have been met:

1) The track to be removed from service is On Hold by IMCS/Capital Delivery

2) There is no Roadway Worker in Charge

3) No track cars will occupy the out-of-service limits (except as provided for in NEC Special Instruction 133-S6, which allows unattended track cars to be stored on a track when the RWIC responsible for them goes off duty).

Once the conductor receives an out-of-service authority (Form D), they may only authorize other work, wreck, or wire trains to operate (not track cars or other MW equipment) within the out-of-service limits in accordance with NORAC Rule 133 and any other related special instructions. Conductors must also comply with the applicable requirements of Tracks On Hold, SI 133-S6.

133-S3. ESTABLISHING OUT-OF-SERVICE LIMITS

1) When establishing Out-of-Service Limits to or at a location other than an interlocking or acceptable physical characteristic (e.g., whole milepost, signal, barricade, station), a barricade must be used, and its precise location must be specified on the Form D.

2) If the limits of an Out-of-Service track will end at a turnout, a barricade must be used. If the barricade used would foul an adjacent connecting track, that track must also be removed from service.

133-S4. OPERATION WITHIN OUT-OF-SERVICE LIMITS

1) **Highway Crossings within Out-of-Service Tracks**

In the application of NORAC Rule 138(g), trains operating on an out-of-service track must not foul a highway crossing equipped with automatic warning devices until it is ascertained that the warning devices have been operating for at least 20 seconds or the gates (if equipped) are in the horizontal position. If the automatic highway crossing warning devices are not operating, the movement must not be made until protection is provided by on-ground personnel.

2) **C&S Signal Testing on Out-of-Service Tracks**

A signal leading to or within the limits of an out-of-service track may be displayed only when necessary for C&S testing, as follows: Prior to removing blocking devices, the dispatcher must:

(a) Conduct a job briefing with the RWIC to ensure an understanding of the testing to be performed.

(b) Verify that no train or on-track equipment is authorized in the direction of the signal to be displayed.

(c) Ensure alternate blocking devices are applied to prevent movement in the direction of the signal to be displayed.

The Dispatcher must immediately restore the signals to Stop and reapply the appropriate blocking devices once testing is complete.

3. Position of Main Track Hand-Operated Switches

When working limits are established on a main track, the Roadway Worker in Charge (RWIC) is responsible for the position of all hand-operated switches and must ensure that:

(a) Switches not in use are lined and locked in the normal position for main track movement. (Such switches must not be repositioned without permission from the RWIC).

(b) Switches in use or in the reverse position are not left unattended. Such switches must remain attended to by a qualified work group member, as assigned by the RWIC.

(c) The qualified employee(s) assigned to the switch(s) reports when they are returned to their normal position. Switches are locked and returned to their normal position, and such information is conveyed to the train dispatcher before affected tracks are returned to service.

4. **Track Car Operation Within Out-of-Service Limits**

Operating a Track Car from other than the leading end within Out-of-Service Limits

When a Track Car Operator operates a Track Car from other than the leading end within an Out-of-Service Track, an RWP-qualified employee must provide point protection.

The employee providing point protection must:

(a) Be positioned on the leading end (point) of the movement or in advance of the leading end of the movement to ensure the movement is made safely.

(b) Observe conditions ahead and take prompt action to control the movement.

(c) Communicate with the track car operator, advising when it is safe to proceed and the distance to be traveled.

The Track Car Operator must:

(a) Acknowledge all communications from the employee on the point.

(b) Only travel half the distance specified by the employee on the point, unless additional instructions are received.

(c) Bring the equipment to a stop if communication is lost, interrupted, or unclear.

133-S5. ADDITIONAL EMPLOYEES AND EQUIPMENT ENTERING OUT-OF-SERVICE LIMITS

1) **Dispatchers**

The Dispatcher may admit additional track cars or trains into the out-of-service limits only after obtaining permission from the RWIC named in the authority.

2) **Roadway Worker in Charge (RWIC)**

The Roadway Worker in Charge (RWIC), named in the authority, may allow trains, other roadway work group(s), or lone worker(s) to enter or foul within working limits.

Before authorization is granted, the RWIC of the working limits must:

(a) Properly complete a Working Limits Occupancy Authority Form O (NRPC 3472).

(b) Hold a job briefing with:

1) The employee in charge of the additional equipment or work group(s) to discuss conditions of the track structure, including the locations of barricades, roadway workers, and other equipment.

2) All workgroups involved and listed on the Form O (NRPC 3472) to inform them of the additional workgroup(s).

Note: RWIC's must document the entry and exit of additional workgroups on Form O (NRPC 3472).

3) **Employee in Charge (EIC)**

(a) The EIC must conduct a job briefing with all members of their work group.

(b) Each workgroup must use an SSD, including work groups working under Form O. If working in the same block only one SSD needs to be confirmed.

(c) If an EIC of the additional workgroup needs to go off duty and the work is to continue, they must follow the procedure outlined in “Roadway Worker in Charge Going Off Duty.”

4) **Before Reporting Clear:** Additional work groups given authority to occupy or foul a track within working limits must be reported clear to the RWIC immediately after clearing the track(s). The RWIC of the working limits must record the time cleared on the Working Limits Occupancy Authority Form O (NRPC 3472) and inform the remaining EIC(s).

5) **Before Returning Track to Service**: The RWIC of the work limits must determine that all additional work groups given authority to occupy or foul the track(s) have reported clear. After the track is returned to service, the RWIC of the working limits must mark an ‘X’ through the Working Limits Occupancy Authority Form O (NRPC 3472) and keep it available for inspection for 7 days.

133-S6. ROADWAY WORKER IN CHARGE GOING OFF DUTY

1) **Roadway Worker in Charge Transferring Out-of-Service Authority**

When a track is out-of-service in the name of an RWIC going off-duty and work is to continue, a new authority must be issued to another qualified RWIC. Prior to the RWIC transfer of authority process, all roadway workers must be clear of all affected tracks (even those tracks with working limits established).

Transferring RWIC authority:

(a) The RWIC going off-duty will:

1) Ensure all roadway workers are clear of all affected tracks.

2) Verify the information on the “Roadway Worker in Charge Transfer Authority Form” was completed correctly by the new RWIC, and then sign it.

3) Release any On track authority back to the dispatcher with instructions to hold all trains clear of any affected track(s), if applicable.

(b) The RWIC coming on-duty will:

1) Complete the “Roadway Worker in Charge Transfer Authority Form” (NRPC 3471).

2) Perform a job briefing with the dispatcher and discuss the track conditions and location of any barricades, equipment locations, and other relevant information.

3) Establish new working limits, as well as conduct and document a new job briefing with all affected roadway workers.

(c) Both RWICs, coming on-duty and going off-duty, will meet in a safe location and within view of the work area (outside the foul of any tracks) to complete the transfer.

The “Roadway Worker in Charge Transfer Authority Form” (NRPC 3471) must be retained and kept available for inspection by both foremen for a period of 7 days.

2) **Track(s) on “Hold”**

When a track is out-of-service in the name of an RWIC going off-duty (or conductor), and work will be suspended, the track Out-of-Service authority may not be canceled until:

(a) The RWIC (or conductor) reports to the Dispatcher all conditions affecting the track and/or catenary structure, including the location of barricades and any stored equipment as per SI 133-S1. (This information must be recorded by the dispatcher on the NRPC 3541 and repeated back to the RWIC or Conductor for verification).

(b) When Operators are involved, the Dispatcher must issue a Form D, Line 13, instructing that all trains be held clear of the affected track(s).

No further movements or maintenance that will disturb the track or catenary structure shall be permitted on the affected track(s) until a new Out-of-Service authority is issued to an RWIC (or conductor, when applicable). Foul Time or Local Control may be issued in accordance with other applicable operating rules and special instructions. Before obtaining a Track Out-of-Service Authority, Foul Time, or Local Control, the requesting employee must communicate with the Dispatcher and a Supervisor in charge of the territory involved to ascertain all instructions and conditions affecting the track on Hold. The Dispatcher must provide all conditions affecting track(s) on Hold, including the location of barricades, equipment, and track structure, to the next qualified employee who obtains Track Out-of-Service Authority.

Track(s) on "Hold"– Are dispatcher-controlled track(s) that are not suitable for train movement. Such tracks must remain protected by blocking devices under the charge of the dispatcher, holding all train movements clear until returned to service by a qualified employee.

133-S9. ENHANCED EMPLOYEE PROTECTION SYSTEM (EEPS) FOR TRACK OUT OF SERVICE

EEPS is a safety overlay and is not authorization to remove a track from service. All Track Out of Service rules remain unchanged. If any EEPS failures occur, they must be immediately reported to a supervisor.

EEPS in effect for Track Out Of Service on the following lines:

- **New York, NY Movement Office – HUD Line –** Empire (exclusive) to CP 12 (exclusive), MP 75.8 to CP 169 (exclusive)
- **Wilmington, DE Movement Office – PH Line –** Park (inclusive) to Division Post MP 105.2
- **Boston, MA Movement Office – MRS Line –** Mill River (exclusive) to Spring (inclusive)

EEPS is an electronic means of supplemental protection to enhance safety and can only be utilized with qualified Roadway Workers in Charge (RWIC's) and is in effect where listed by Special Instruction. Train Dispatcher blocking devices will not be available for removal until the RWIC relinquishes their BDRC (Blocking Device Removal code) to the Dispatcher. When Track Out of Service is issued for multiple tracks, the RWIC must advise the dispatcher if individual codes are needed for each track, or if all tracks will be cleared at the same time. Where EEPS is required for use with Track Out of Service, the following will apply:

1) **Actions Required When Implementing EEPS**

A **Prior to issuing Form D Line 4 or 13,** a job briefing between the Dispatcher and RWIC will be held to determine the proper location(s), and track(s) being removed from service. The RWIC must also confirm their cell phone number is correctly registered within the CETC System. RWIC's whose phone numbers are not logged within the CETC system may not request Track(s) Out of Service.

B **Prior to Track(s) being Removed from Service,** after the train dispatcher applies blocking, the CETC system will automatically transmit a four-digit BDRC (EEPS code) for the specified track and location to be removed from service. The RWIC must then verify that the track number and location being removed from service (between/at) requested are correctly shown in the text message by reading it back to the dispatcher without relinquishing the actual BDRC. In accordance with rule 133 and any applicable special instructions, once the RWIC verifies receipt of the BDRC and the dispatcher acknowledges that the context in the text message is correct, the train dispatcher may place the Form D in effect and the RWIC will record the code on the back of the Form D.

C **Canceling Form D Line 4 or 13,** the RWIC must report all equipment and workers, under the specified BDRC clear before canceling the Form D, in accordance with NORAC rule 133. After the Form D is cancelled the RWIC will then provide the dispatcher with the BDRC to remove the blocking protection for the specified track(s).

2) **EEPs Failure**

Track Out Service must not be authorized until the RWIC confirms with the dispatcher, they have received the BDRC.

A If the RWIC does not receive a BDRC within a reasonable amount of /time the dispatcher must be notified, and the dispatcher will attempt to resend the code.

B If the RWIC does not receive the code after it is resent, the dispatcher will supply the RWIC with a phone number where the code can be retrieved verbally from the assigned CETC EEPS administrator. After verifying their name, track(s), blocking devices applied and limits of Track Out of Service requested with the RWIC and Train Dispatcher, the administrator will provide the RWIC with their BDRC and then the RWIC will confirm possession of the BDRC with the train dispatcher. (The code is not to be relinquished to the train dispatcher until the RWIC reports clear of the associated track(s)

Note: If the dispatcher needs to remove the block(s) before Form D Line 4 or 13 authority is issued, the dispatcher may retrieve the code from the assigned CETC EEPS administrator.

3) **Adjoining Territories and Local Control**

(a) **Adjoining Territories – Dispatcher Responsibilities**

When Track Out of Service is requested by the RWIC between adjoining territories, only 1 BDRC code is required from the dispatcher assigned to control the territory. The “No BDRC” function will be used for blocks applied by the neighboring train dispatcher, at the request of the issuing train dispatcher.

(b) **Local Control**

Track Out of Service must not be authorized between 2 interlockings in Local Control. If an adjoining territories’ interlocking is in local control and a code cannot be generated, Form D Line 4 or 13 must not be issued.

4) **System Failures**

When a system outage occurs, the dispatchers must continue to use EEPS. The "No BDRC" function will be used for blocks applied by the train dispatcher.

136-S1. LIGHT ENGINE MOVEMENT

Should the locomotive radio become inoperative enroute on a light engine movement operated solely by an Engineer (no other crew members on train), the speed of the movement must be reduced to 30 MPH. Dispatcher must be notified at first point of communication, and Engineer will be governed by their instructions.

138-S1. STATE OF CONNECTICUT

Where there are public crossings involved, the following rule must be complied within the State of Connecticut.

1) Where adequate run around facilities are available at the point where reverse movement is to be made, and use of such facilities is practicable, train backing movements are prohibited.

2) When train backing movements are necessary due to lack of adequate run around facilities at the point from which backing movements are to be made, such backing movements must stop before entering all public crossings that are protected by signs only and a member of the crew shall flag the train over the crossing.

   If adequate run around facilities are available for use at any point during train backing movements, and use of such facilities is practicable, such run around facilities must be used to eliminate the need for further backing movements.

   These provisions will not apply to switching backing movements except that such backing movements over public crossings that are protected by signs only must be protected by a crew member.

138-S2. MASSACHUSETTS

In the State of Massachusetts, where gates are provided trainmen, track car driver or employee in charge of other rail movements must operate the gates of unattended grade crossings. At highway grade crossings protected by automatic gates, all rail movements not equipped to operate automatic gates must not pass over such crossing until gates have been operated.

138-S3. BLOCKING PRIVATE CROSSINGS

Trains on sidings blocking private crossings must be patrolled by trainmen and train cut if anyone desires to use private crossing. This does not relieve trainmen of cutting train for public road crossings immediately.

138-S4. HIGHWAY CROSSING WARNING DEVICE MALFUNCTIONS

In the application of Rule 138, part “c”, the first five paragraphs (entire portion above table), are revised as follows: Notify the Dispatcher immediately if you discover automatic highway crossing warning devices that are not functioning properly. Once notified of malfunctioning automatic highway crossing warning devices, the Dispatcher must:

1) Issue Form D Line 12 to all trains that will operate over the affected crossing, indicating the name and milepost of the crossing as identified in the applicable special instruction.

   AND

2) Ensure that notification is provided to the local law enforcement agency or railroad police. Unless otherwise instructed on Form D Line 13, crews must comply with the “Requirements” listed in Item 1 of Rule 138 part “c”: Stop, make certain that a crew member provides on-ground warning at the crossing, then proceed not exceeding 15 MPH until the leading end operates through the crossing.

When the Dispatcher is notified that rust or other foreign matter may prevent effective shunting, trains must be instructed to comply with the “Requirements” listed in Item 1 of Rule 138 part “c”, unless flagger or a railroad police officer is providing warning at the crossing.

The appropriate engine whistle or horn signal must be sounded at locations where automatic highway crossing warning devices are not functioning properly, including crossings where a whistle sign indicating “W/R” is displayed, and in areas otherwise designated as Quiet Zones.

139-S1. TRAINS, CAR(S) OR OTHER ON-TRACK EQUIPMENT LEFT UNATTENDED ON MAINLINE TRACK OR MAINLINE SIDING

1) **Definitions**

As used in this instruction:

(a) A Mainline track is any track governed by ABS rules, DCS rules or Interlocking rules.

(b) A mainline siding is an auxiliary track, adjacent and connected to a main track, used for meeting or passing trains.

(c) Designated terminals include Boston South Station, Springfield, New York Penn Station, Newark Penn Station, Trenton, 30th St. Station, Baltimore Penn Station, Washington Union Station, Albany, and Harrisburg.

2) **Authorization Required**

In the application of Rule 139, leaving a train, car(s) or on-track equipment unattended on a mainline track or mainline siding outside of designated terminals is prohibited unless authorized by the Train Dispatcher.

The Train Dispatcher must not authorize equipment to be left unattended on a mainline track or mainline siding outside of designated terminals except:

(a) To allow pick-ups or set-offs at industry tracks, or permit the repositioning of equipment at other locations when operationally necessary (e.g. run around equipment); or

(b) An emergency situation exists, such as equipment failure or extreme weather conditions; or

(c) An extended maintenance project requires the equipment to be stored when workers are off duty.

3) **Job Briefing Requirements**

Prior to leaving equipment unattended on a mainline track or mainline siding, crews must conduct a job briefing in accordance with the applicable section of Special Instruction 4-S1.

4) **Securement Requirements**

Trains, car(s) or on-track equipment left unattended on a mainline track or mainline siding must be secured in accordance with the securement procedures for that equipment. Amtrak employees must secure the equipment in accordance with the applicable Amtrak securement procedures. Non-Amtrak employees must follow the securement procedures specified by their employer. A

qualified employee must test the securement to ensure it is sufficient to prevent unintended movement prior to leaving the equipment unattended.

When a train is left unattended on a mainline track or mainline siding with the locomotive, the controlling locomotive cab must be locked if possible. If not possible to lock locomotive door, the reverser must be removed from the control stand and secured.

Prior to leaving any such equipment unattended outside of designated terminals:

(a) A qualified employee who participated in the securement, or who has knowledge of the procedures that were followed, must verify with the Train Dispatcher that the required securement procedures have been followed and the securement has been tested and is known to be effective.

(b) The Train Dispatcher must confirm receipt of the information that the equipment has been secured properly.

5) **Reporting Requirements When Certain Hazmat Cars Are In the Consist**

A qualified employee who participated in the securement, or who has knowledge of the procedures that were followed, must communicate the specific information included in this section to the Train Dispatcher if their trains consist includes:

(a) Five or more tank carloads of any one or any combination of materials poisonous by inhalation as defined in 49 CFR 171.8, including anhydrous ammonia (UN 1005) and ammonia solutions (UN 3318); or

(b) 20 rail carloads or intermodal portable tank loads of any one or any combination of materials listed in (a) above, or,

(c) Any Division 2.1 flammable gas, Class 3 flammable liquid or combustible liquid, Class 1.1 or 1.2 explosive, or hazardous substance listed in 49 CFR 173.31(f)(2).

The communication must include:

(a) The number of hand brakes applied, and chocks, if used;

(b) The tonnage and length of the train or vehicle;

(c) The type and location of cars containing hazardous materials;

(d) The grade and terrain features of the track, such as an ascending or descending grade;

(e) Any relevant weather conditions.

6) **Train Dispatcher's Record**

Train Dispatchers must record the information provided if the equipment to be left unattended includes:

(a) Five or more tank carloads of any one or any combination of materials poisonous by inhalation as defined in 49 CFR 171.8, including anhydrous ammonia (UN 1005) and ammonia solutions (UN 3318); or

(b) 20 rail carloads or intermodal portable tank loads of any one or any combination of materials listed in (a) above, or,

(c) Any Division 2.1 flammable gas, Class 3 flammable liquid or combustible liquid, Class 1.1 or 1.2 explosive, or hazardous substance listed in 49 CFR 173.31(f)(2).

7) **Requirements When Emergency Responders Work on Equipment**

Prior to leaving trains, car(s) and other on-track equipment unattended, it must be inspected by a qualified employee when it is known that an emergency responder was on, under, between, or otherwise manipulated the equipment. Any Amtrak employee who has knowledge of an emergency responder being on, under, between or otherwise manipulating equipment must report their observation to the Train Dispatcher.

139-S2. SECUREMENT OF ROADWAY MAINTENANCE MACHINES (RMMS) WITH MOVEABLE PARTS

1) Roadway Maintenance Machines (RMMs) with moveable parts that extend beyond their designated equipment clearance (such as booms, platforms, or other extensions that can swing or extend and foul adjacent tracks) must be discussed and recorded during initial and subsequent job briefings in accordance with RWP rules 315, 318, and Employee Safety Rule 1.4. During the on-track briefing, the RWIC will ensure all employees involved are apprised of existing and potential hazards and that they can name and visually identify protected and unprotected tracks.

2) While maneuvering RMMs, and their extensions, the operator must be stationed at the controls and maintain the ability to control any unintended movement. If there is any malfunction that could cause unintended movement, immediately secure equipment in a safe position in accordance with applicable operator's manuals and Amtrak Employee Safety Rule 1.9. Report such malfunctions to the RWIC and cease using the failed feature of the equipment until the issue is resolved and tested to be working properly.

3) When leaving RMMs with movable parts that extend beyond their designated equipment clearance unattended (meaning left standing and unmanned in such a manner that would hinder immediate control of the equipment), the operator must report to the RWIC that they have secured the equipment and its moveable parts from unintended movement in accordance with the equipment's operating manual, Amtrak SI 139-S1, and Amtrak Employee Safety Rule 7.26.

    (a) In addition to appropriate on-track protection, off-track RMMs (non-hi-rail) must have a duly signed SSSWP (Site Specific Safety Work Plan) authorization to remain unattended while fouling or occupying tracks. In exceptional situations without prior SSSWP approval, emergency authorization may be obtained from the Division Engineer or equivalent authority.

    (b) If RMM operators require guidance regarding the securement of equipment, they must seek assistance from a qualified authority before leaving the equipment unattended.

140-S1. FOUL TIME

1) **Recording Foul Time Information:**

The RWIC obtaining Foul Time, the Dispatcher, and the Operator must record Foul Time information on the prescribed forms unless electronically recorded via the dispatching system.

    (a) Dispatcher and Operator: "Foul Time Authority Form," NRPC 3045D.

    (b) RWIC: "Foul Time Authority Form," NRPC 3045.

Note: RWIC must not prepopulate Foul Time information on form NRPC 3045 before the Dispatcher issues it.

2) **Foul Time Requested and Issued:**

Train Dispatchers must not authorize Foul Time until a job briefing is completed with the RWIC and the requirements of EEPS are followed. Dispatchers must not authorize Foul Time if the request is not made in the following manner.

(a) RWIC must request Foul Time in the following manner:

1) "Foreman (Last name) requests Foul Time on No. (Trk #) Track between (Location) and (Location), over." or

2) "Foreman (Last name) requests Foul Time on No. (Trk #) Track at (Location), over."

(b) After applying blocking protection, the Dispatcher must authorize Foul Time in the following manner:

1) "Foreman (Last name) has permission to Foul No. (Trk #) Track(s) between (Location) and (Location) from (time) to (time), over." or

2) "Foreman (Last name) has permission to Foul No. (Trk #) Track(s) at (Location) from (time) to (time), over."

(c) After the RWIC repeats the Foul Time authorization as originally issued, the Dispatcher will confirm a correct readback and grant authorization. Work must not begin until the Dispatcher confirms a Track Occupancy Light (TOL) per item 3 below.

3) **Supplemental Shunting Device (SSD)**

Upon receiving Foul Time authority and before any work begins, the RWIC must ensure a Supplemental Shunting Device (SSD) is applied on the track(s) to be fouled.

(a) **Actions to Be Taken Before Performing Work:**

The RWIC must take the following actions before permitting any fouling activity to begin:

1) Obtain Foul Time.

2) Correctly fasten and activate SSD(s) on the track(s) for which Foul Time was authorized.

3) Obtain verification from the Dispatcher that a TOL is displayed for each track where Foul Time was authorized.

(a) Each workgroup must use an SSD, including work groups working under Form O. If working in the same block only one SSD needs to be confirmed.

(b) **Application Requirements**

Before authorizing Foul Time, the RWIC must inform the Dispatcher if SSDs will not be applied. Foul Time may only be authorized without the use of SSDs for the reasons below:

1) When within the approach circuit to a highway crossing without a device automatically interrupting the crossing's warning devices.

2) When within 200 feet of any highway crossing equipped with automatic warning devices.

3) When the fouling activity consists solely of a walking or moving inspections.

4) When the use of an SSD would impede conducting maintenance and inspection of signals, switches, or movable bridges (e.g., troubleshooting a TOL).

5) When the sole purpose is to cross the track(s).

(c) **Fouling Outside Interlocking limits:**

An SSD must be applied to the track(s) where each work group is fouling. If a workgroup extends beyond or bridges its work into another block in automatic signaling territory, an additional SSD must be placed in that block.

(d) **Fouling within Interlocking Limits:**

1) An SSD must be applied to the track(s) where each work group is fouling.

2) When Foul Time is authorized within a “signal pocket,” an SSD must be applied within that signal pocket.

3) When fouling inside an interlocking C&S may need to determine the location of the SSD depending on operational needs. If necessary, the RWIC must contact the Division Engineer or designated C&S Department representative to determine the proper location of the SSD application.

4) **Additional EICs Joining Foul Time:**

Before permitting additional EICs to join a Foul Time authority, the RWIC initially authorized Foul Time must:

(a) Conduct a job briefing (per RWP Rule 318) and ensure the understanding of all employees involved.

(b) Complete NRPC 3472 "Working Limits Occupancy Authority" Form O for each additional EIC.

Note: “Form O” NRPC 3472, is also located on the bottom section of the NRPC 3045.

5) **Actions to Be Taken before Reporting Clear:**

The RWIC initially authorized Foul Time must not release it until all fouling activity under their authority has been cleared and documented on the respective NRPC 3045; and if applicable, employees on their Form O. Before reporting clear of Foul Time, the RWIC must:

(a) Ensure all workers, tools, materials, and equipment are in the clear.

(b) Document the clearance of all employees on Form 3045, including EICs of other work groups, before reporting clear to the Dispatcher.

(c) Remove or disconnect the SSD(s) from the proper track(s) and verify with the Dispatcher that TOLs are no longer present on the tracks intended to be released.

6) **Documentation Retention:**

The Authority to Foul Tracks Record and Form O (if applicable) must be retained for inspection for a period of 7 days unless electronically stored.

140-S3. ENHANCED EMPLOYEE PROTECTION SYSTEM (EEPS) FOR FOUL TIME

EEPS is an electronic means of supplemental protection to enhance safety and can only be utilized with qualified Roadway Workers in Charge (RWIC's) and is in effect where listed by Special Instruction. Train Dispatcher blocking devices will not be available for removal until the RWIC relinquishes their BDRC (Blocking Device Removal code) to the Dispatcher. When Foul Time is issued for multiple tracks, the RWIC must advise the dispatcher if individual codes are needed for each track, or if all tracks will be cleared at the same time. Where EEPS is required for use with Foul Time, the following will apply:

1) **Actions Required When Implementing EEPS**

A **Prior to issuing Foul Time**, a job briefing between the Dispatcher and RWIC will be held to determine the proper location(s), track(s) and time needed to foul. The RWIC must also confirm their cell phone number is correctly registered within the CETC System. RWIC's whose phone numbers are not logged within the CETC system may not request Foul Time authority.

B **Prior to Foul Time authorization,** after the train dispatcher applies blocking, the CETC system will automatically transmit a four-digit BDRC (EEPS code) for the specified track and location to be fouled. The RWIC must then verify that the track number and Foul Time location (between/at) requested are correctly shown in the text message by reading it back to the dispatcher without relinquishing the actual BDRC. After the RWIC verifies receipt of the BDRC and the dispatcher acknowledges that the context in the text message is correct, the RWIC will record the code within their Record of Foul Time booklet (NRPC 3045) in the space provided. The dispatcher may then issue Foul Time in accordance with rule 140 and any applicable special instructions. Receipt of the BDRC must never be determined as permission to foul tracks.

C **Releasing Foul Time,** the RWIC must report all workers, under the specified BDRC clear, in accordance with NORAC rule 140. The RWIC will then provide the dispatcher with the BDRC to remove the blocking protection for the specified track(s).

EEPS is a safety overlay and is not authorization to foul tracks. All Foul Time rules remain unchanged. If any EEPS failures occur, they must be immediately reported to a supervisor.

EEPS in effect on the following lines: NHB: Division Post (MNR) to Tower 1 (exclusive), DB, MM, MRS NYS, HUD, NYP, PW, NYT: C/JO (exclusive) to Harold (exclusive); A Int (exclusive) and KN Int (exclusive) PH: All tracks State (inclusive) to Park (inclusive), No. 1 track Park to Caln (inclusive) & No. 2 track Caln interlocking.

Note: EPPS is not in effect within in Tower 1 interlocking and the station tracks at South Station.

2) **EEPS Failure**

Foul Time must not be authorized until the RWIC confirms with the dispatcher, they have received the BDRC.

A If the RWIC does not receive a BDRC within a reasonable amount of time the dispatcher must be notified, and the dispatcher will attempt to resend the code.

B If the RWIC does not receive the code after it is resent, the dispatcher will supply the RWIC with a phone number where the code can be retrieved verbally from the assigned CETC EEPS administrator. After verifying their name, track(s), blocking devices applied and limits of Foul Time requested with the RWIC and Train Dispatcher, the administrator will provide the RWIC with their BDRC and then the RWIC will confirm possession of the BDRC with the train dispatcher. (The code is not to be relinquished to the train dispatcher until the RWIC reports clear of the associated track.)

Note: If the dispatcher needs to remove the block(s) before Foul Time authority is issued, the dispatcher may retrieve the code from the assigned CETC EEPS administrator.

3) **Adjoining Territories and Local Control**

Adjoining Territories – Dispatcher Responsibilities

When Foul Time is requested by the RWIC between adjoining territories, only 1 BDRC code is required from the dispatcher assigned to control the territory. The “No BDRC” function will be used for blocks applied by the train dispatcher at the request of the train dispatcher issuing the Foul Time authority.

A **Local Control**

Foul Time must not be authorized between 2 interlockings in Local Control. If an adjoining territories interlocking is in local control and a code cannot be generated, Foul Time must not be issued.

B **System Failures**

When a system outage occurs, the dispatchers must continue to use EEPS. The "No BDRC" function will be used for blocks applied by the train dispatcher.

161-S1. APPROVED ABBREVIATIONS

Approved abbreviations for use in movement Permit Form D

Blocking Device Remove Code	BDRC
Boulevard	Blvd
Branch	Brh
Connection	Conn
Distributed Power Unit	DPU
Dorchester Branch	DB
Drive	Dr
East Limits	EL
Enhanced Employee Protection System	EEPS
Escape Track	ET
Expressway	Expwy
Hudson Line	HUD
Lane	Ln
Lehigh Line Connection	LLC
Main	M
Main Line – Harold to CP 216	NYS

Main Line – Mill River to Springfield	MRS
Main Line – New Haven to Boston	NHB
Main Line – New York to Philadelphia	NYP
Main Line – Philadelphia to Harrisburg	PH
Main Line – Philadelphia to Washington	PW
Middleboro Main Line	MM
New Jersey Transit Morrisville Line	MV
New York Terminal District	NYT
Niagara Whirlpool Bridge	NGB
North Limits	NL
North Philadelphia	N Phila
Penn Station Central Control	PSCC
Post Road Branch	PRB
Road	Rd
Restricted Speed	RS
Running	Rn
Roadway Worker In Charge	RWIC
Secondary	Sec
Siding	Sdg
Signal Bridge	SB
Single	Sgl
South Limits	SL
Temporary Speed Restriction Bulletin	TSRB
Track Occupancy Light	TOL
Train Director	TDir
Turnpike	Tpke
Washington Terminal	WT
West Limits	WL
Yard	Yd

NOTE: When “RS” is followed by a numeric value in order to further reduce allowable speed, that number will represent the speed in MPH not be exceeded. **(Example: “RS10” means, Restricted Speed not exceeding 10 MPH)**

NOTE: Roadway Worker In Charge (RWIC): A roadway worker who is qualified to establish on-track safety for roadway work groups, and lone workers qualified to establish on-track safety for themselves.

165-S1. FORM D INQUIRY AND DELIVERY PROCEDURES

At the following locations, Conductors/Engineers of trains indicated below must contact the Dispatcher or Operator to inquire about Form D's, TSRB changes, Supplemental Bulletin Orders, and other new instructions. Inquiry must be made sufficiently in advance to avoid delay to train but must not be made prior to scheduled sign-up time. Conductor/Engineer must either deliver Form D's and/or other new instructions to the Conductor/Engineer or notify Conductor/Engineer that no Form D's and/or new instructions are in effect. Engineers must not depart until Form D and new instruction status has been verified with the Conductor. Conductors and Engineers must discuss Form D content before departing.

Telephone numbers for Amtrak offices are listed in SI 714-S1.

Table for Form D inquiry and delivery

Location	Trains	Dspr or Opr to contact	Notes
Boston	All Trains	Chief Dispatcher	5
	Regional & Acela Express	Amtrak New York Chief Dispatchers	10
	Trains destined Springfield	CSX NC Dspr	2
Springfield Ticket Office	Southward Trains	Amtrak	5
New Haven	Eastward & Northward Trains	Boston Chief Dispatcher	5
New Haven	Westward Trains	New York Section A Dispatcher	9
New Haven	Trains destined Boston via Springfield	CSX NC Dspr	3
Boston, Springfield Niagara Falls, Buffalo Depew, Syracuse, Montreal PQ, Rouses Point, Rutland VT, Albany-Yard Master's Office	All trains destined: Niagara Whirlpool Bridge, Post Road Branch, Hudson Line	Amtrak Hudson Line Dspr	1
Croton Yard, Oak Point Yard, Selkirk TM, Selkirk Div. Ops., South Schenectady Yard, West Albany Yard	CSX Freight trains destined Hudson Line		
New York - TOC	All trains not destined Sunnyside Yard, including trains operating from New York en route to Harrisburg that do not change crews at 30th St. Station, Phila.	Passenger Operator	4

Location	Trains	Dspr or Opr to contact	Notes
New York - TOC	Eastward Trains to Boston	Psgr. Opr., Boston Chief Dispatcher	4, 5
	Eastward Trains to New Haven	Psgr. Opr.	4, 12
Q Tower	Road Trains destined New York	Passenger Operator Station Master's Office	8
Lane	Trains originating	CETC 9	
County	Trains originating	CETC 8 Dspr	
Trenton Station Master's Office	Trains originating at Trenton	CETC 7 Dspr	
Morris	Trains originating	CETC 7 Dspr	
30th St Station	Trains originating at 30th St. Station, except those destined Penn Coach Yard or Race St. Engine Terminal	CETC 5 Dspr	6
	Trains that **change crews** at 30th St. Station, and operate from Harrisburg en route to New York, or operate from New York en route to Harrisburg.	CETC 5 Dspr	7
Frazer Yard	Trains originating at Frazer or Glen	Train Director - Thorn	
Harrisburg	All eastward trains, including trains that operate from Harrisburg en route to New York that do not change crews at 30th Street Station, Phila.	Train Dispatcher – See SI 900-G1	11
Abrams, Bayview, Bennings, Chrysler, Edgemoor, Enola, Frankford Jct, Harrington, Harrisburg, Lancaster, and South Philadelphia Yards	Conrail & NS trains operating between Holmes & CP Avenue and Glen & Harrisburg	Dspr or Opr controlling entrance to Amtrak Territory	
Perry	MARC trains originating or turning at Washington, Baltimore, Martins, or Perry	CETC-3 TD	1
Baltimore-Psgr Services Office, and Martins MARC Facility		CETC-2 TD	1

Location	Trains	Dspr or Opr to contact	Notes
Washington-K Tower	MARC trains originating or turning at Washington, Baltimore, Martins, or Perry	Train Director - K Tower	1
Washington-Crew Dspr Office	All trains	Train Director - K Tower	

Notes

NOTE 1: Form D's will be addressed to “MARC trains operating between Perry and Washington” and will remain in effect, unless cancelled, for all trips made by each crew during the tour of duty on which they were received.
NOTE 2: Commercial phone number (518) 767-6111.
NOTE 3: Commercial phone number (518) 767-6112.
NOTE 4: Crews for these trains will obtain their Form D's in the Job Briefing room, NY Crew base area adjacent to main T&E lunchroom. Conductor/Engineer must contact the TOC Passenger Operator (ATS 521-6466 or 212-630-6466) to confirm they are in possession of the current Form Ds pertaining to their train.
NOTE 5: Boston Chief Dispatcher, Phone (ATS) 580-7585 Commercial (617) 345-7585.
NOTE 6: All trains originating 30th St. Station will obtain their Form D's in the sign-up room across from the T&E lounge (adjacent to valet parking window) and Note 1 will apply.
NOTE 7: Crews for these trains will obtain their Form D's in the sign-up room across from the T&E lounge (adjacent to valet parking window) and Note 1 will apply.
NOTE 8: Road Conductors signing up at Q Tower, Sunnyside Yard, must call the Operator at the Terminal Operations Center (TOC) to inquire about Form D's and/or new instructions that may be in effect for their train, which will be faxed to Q Tower. Upon arrival in New York, the Conductor/Engineer must contact the TOC Passenger Operator (ATS 521-6466 or 212-630-6466) to confirm they are in possession of the current Form Ds pertaining to their train.
NOTE 9: Conductor/Engineer must contact the New York Section A Train Dispatcher (ATS 521-7472 or 212-630-7472) to confirm they are in possession of the current Bulletin Orders, Form Ds, TSRBs, and other instructions pertaining to their train.
NOTE 10: Conductor/Engineer must contact the New York Chief Dispatcher (ATS 521-7465 or 212-630-7465) to confirm they are in possession of the current Bulletin Orders, Form Ds, TSRBs, and other instructions pertaining to their train.
NOTE 11: Crews for these trains will obtain their Form D’s at the crew sign-up location / T&E lounge in Harrisburg Station.

165-S2. FORM D's FOR SEPTA TRAINS

A Form D which has been addressed for use “Between”, meaning both directions, will be retained on that train for use in the opposite direction. Form D will be fulfilled after **1** round trip. SEPTA Trains possessing Form D's containing Amtrak main line restrictions will verify at turnaround locations that there are no additional Form D's for the return trip.

175-S1. TEMPORARY SPEED RESTRICTIONS BEGINNING OR ENDING AT AN INTERLOCKING

When an interlocking is used as one of the limits of a temporary speed restriction, the speed restriction will not apply within the interlocking, unless otherwise specified on the Form D or TSRB issuing the speed restriction.

175-S2. "60 MPH SLOW BY" SPEED RESTRICTION

1) **Maximum Speed:**

This instruction directs a maximum speed of 60 MPH to trains on tracks where Slow-By speed restrictions are in effect and applies to the head end only.

2) **Tie Laying Machine (TLM) and Undercutter Work:**

During work involving the TLM or Undercutter, a Slow-By speed restriction must be issued on tracks in service immediately adjacent (immediately next to) the work area.

3) **Other Large-Scale Work:**

The IMCS Department, coordinating with the Movement Office, may establish the need for a "Slow-By" speed restriction as determined by the Site-Specific Safety Workplan (SSSWP).

4) **Issuance:**

Slow-By speed restrictions must be issued by Form D or TSRB.

- Issuance by Form D: A Slow-By speed restriction Form D must be issued via Line 13 in the following manner.

  Example: "SI 175-S2 Slow-By in effect. Do not exceed [specified speed] on [XYZ] Line No. [1] and No. [3] track(s), between [MP 10] and [Cola Station], between the hours of [6 A.M. and 5 P.M.] Speed Signs are Displayed."

- The time period of the restriction must begin and end on the hour or half-hour.
- Slow-By speed restrictions issued by Form D will be fulfilled once the time limits stated have been exceeded.
- Issuance by TSRB: Slow-By TSRB line-item locations will be denoted by "Slow-By." Slow-By speed restrictions issued by TSRB will remain in effect until canceled or until a new daily TSRB is issued.

  Note: If necessary, Slow-By speed restriction may be issued by Bulletin Order when coordinated in advance.

5) **Speed Signs:**

- Speed signs must be erected on affected tracks during the entire duration of a Slow-By speed restriction and promptly removed or concealed at the end of the specified period.
- Any speed signs encountered outside the Slow-By effective period must be complied with per the operating rules and reported to the train dispatcher.

6) **Dispatchers:**

The train dispatcher must ensure that Slow-By speed restrictions are confirmed for accuracy and correctly entered into the appropriate PTC enforcement system when placed into effect.

177-S1. OVERLAPPING TEMPORARY SPEED RESTRICTIONS

Dispatchers must take the following actions when issuing a temporary speed restriction by Form D or TSRB addition that changes any portion of a previously issued Form D or TSRB:

1) Issue a Form D line 1 or TSRB addition to cover the entire affected track area.

   AND

2) Issue a Form D line 13 or TSRB line cancellation to cancel the previously issued speed restriction(s).

   EXCEPTION: These procedures are not required when issuing a temporary speed restriction of a short duration or emergency nature (e.g., heat order, rough track, bridge strike, etc.).

   When two or more temporary speed restrictions overlap or conflict, employees will be governed by the more restrictive speed.

241-S1. PASSING A STOP SIGNAL

After conducting a job briefing regarding the movement about to take place and prior to accepting authority for movement past a stop signal, the procedure below must be complied with.

1) The Dispatcher must issue the authority to pass a stop signal as prescribed in NORAC 241

   (EX. "No. 5316 engine 4129 pass Stop Signal on No. 2 track at Rare and proceed east to No. 1 track.")

   Adding additional information to the requirements of rule 241 as prescribed above must be avoided and conveyed during the job briefing, prior to granting permission past a stop signal.

2) The receiving employee must precisely repeat the authority as dictated by the dispatcher.

3) The train dispatcher will confirm the instruction was properly repeated, and movement may begin after the dispatcher transmits, "you may proceed."

Note: In the application of Rule 241, item B, Restricted Speed applies to the entire movement

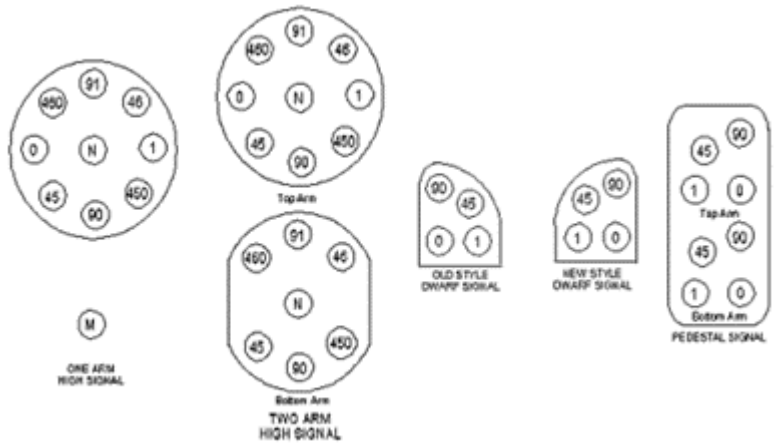
241-S2. STOP SIGNAL PROTECTING MOVEABLE BRIDGE: QUALIFIED EMPLOYEE

When an inspection of a moveable bridge is required by NORAC Rule 241(d), the inspection must be performed by a qualified IMCS Department employee.

242-S1. IMPERFECTLY DISPLAYED SIGNALS

When reporting imperfectly displayed position light signals or color position light signals, the chart shown below must be used to identify missing lights by number.

Employees may utilize NRPC 3552 "Position Light Signal Bulb Failure Report" to document and submit reports to the appropriate C&S Trouble Desk. Upon completion and submission of the form(s) within the Comply365 application, the form(s) will automatically be forwarded to the Amtrak C&S Trouble Desk.



279-S1. NEW JERSEY TRANSIT EQUIPMENT NON-CONFORMING CAB SIGNAL ASPECTS

Cab signal units on some NJ Transit engines and control cars display the number “80” on a lighted steady green or lighted steady yellow background to indicate Cab Speed; or a black “45” with a yellow background to indicate Approach Medium.

279-S3. CAB SIGNAL ASPECTS: RESTRICTING

A red over white cab signal is added to the aspects that conform to a Restricting Signal.

Name	Aspect
Restricting	red / white

279-S4. MARC LOCOMOTIVE CAB SIGNAL ASPECT DISPLAY UNITS

The following MARC engines and control cars are being equipped with a new cab signal display unit, which displays the speed enforced by the cab signal aspect, rather than an aspect representation of a fixed signal: MARC equipment type MARC IIB, MARC III Cab Car, MARC IV Control Cars, GP39H-2 and MP36PH-3C diesel locomotives. The units will display up to eight different cab signal aspects (see table below) and seven status indicators.

Name	Cab Signal Aspect	SDU Display	Conforming Wayside Signal
Maximum Allowable Speed	MAS	Illuminates Green	Clear
100 MPH Aspect	100	Illuminates Yellow	Clear
80 MPH Aspect	80	Illuminates Yellow	Cab Speed / Clear

Name	Cab Signal Aspect	SDU Display	Conforming Wayside Signal
60 MPH Aspect		Illuminates Yellow	Cab Speed / Clear
45 MPH Aspect		Illuminates Yellow	Approach Medium / Approach Limited
30 MPH Aspect		Illuminates Yellow	Approach Medium
Approach		Illuminates Yellow	Medium Approach / Approach/ Approach Slow
Restricted Speed		Illuminates Red	Stop Signal / Restricting / Stop & Proceed / Slow Approach / Slow Clear

279-S5. METRO-NORTH RAILROAD CAB SIGNAL ASPECTS

In the application of NORAC Rule 279, the following cab signals are added as indicated in the table below.

Name	Signal Aspect	Indication
Cab Speed		
Clear	 Fig. B	
Approach Medium	 Fig. B Fig. C	
	Fig. C - Yellow over Green Color Light	
Approach	 Fig. B	
Restricting	 Fig. B	
Stop Signal	 Fig. B	

287-S1. SLOW CLEAR INDICATION

Where interlockings are back-to-back (i.e., one interlocking ends where the other begins), trains receiving a Slow Clear signal to operate from one back-to-back interlocking to the other must, after clearing all interlocking switches at the first interlocking, approach the home signal for the second interlocking at Slow Speed.

290-S1. RESTRICTING SIGNAL

In the application of Rule 290, Restricted Speed applies to the entire train.

291-S1. STOP AND PROCEED SIGNAL

In the application of Rule 291, Restricted Speed applies to the entire train.

296-S1. APPROACH PERMANENT SPEED LIMIT SIGN

Rule 296, “Approach Permanent Speed Limit Sign,” is revised as follows:
NAME: Approach Permanent Speed Limit Sign
INDICATION: Proceed prepared to operate at prescribed speed through permanent speed restriction. If speed posted on sign is different than authorized Timetable Speed, Timetable Speed will govern.



Fig. A Fig. B
(Black numbers or letters on yellow background)

Note: In electrified territory, this sign will be mounted in the catenary system or on catenary poles. In non-electrified territory, this sign will be mounted on an overhead bridge or on a pole approximately 12 feet above the top of the rail.

296A-S1. APPROACH SPEED LIMIT SIGN

Approach Speed Limit signs for speed restrictions for passenger train types “C” and “D” will have “CD” marked on the sign above the numerals.

296C-S1. DISPLAY OF RESUME SPEED SIGN

If two or more temporary speed restrictions adjoin each other, only one Resume Speed Sign will be used. That sign will be displayed at the end of the final restriction. Trains will be governed by the TSRB or Form D in their possession.

400-S1. MOVEMENTS IN DCS TERRITORY

In the application of Rule 400, Dispatchers issuing Form D line 2 for movement in DCS territory may use any station or whole mile post as the end point of the line 2 authority. Before issuing Form D line 2, however, the Dispatcher must ensure that the track to be used is clear to the next interlocking, controlled point, or TBS. Four exceptions are:

1) When the authority is written to the end of a main track which ends at a point other than an interlocking, controlled point or TBS.

2) When a portion of the main track ahead of the movement is out of service in accordance with Rule 134.

3) When authorizing an engine to assist a disabled train in accordance with Rule 137.

4) When authorizing a train to pick up unattended equipment in accordance with Rule 139.

401-S1. NON-INTERLOCKED FACING POINT SWITCHES

Trains operating under the DCS rules must not pass over non-interlocked facing point switches until it is ascertained that the switch is properly lined.

500-S1. SPEED ENTERING ABS BETWEEN SIGNALS

In the application of Rule 500, paragraph c, Restricted Speed applies to the entire train.

550-S1. AUTOMATIC TRAIN CONTROL SYSTEM

All trains operating on the Northeast Corridor must be equipped with an Automatic Train Control (ATC), Speed Control or Locomotive Speed Limiter system (LSL) that will enforce cab signal aspect speeds. The ATC, Speed Control or LSL must be cut in and functioning whenever movement is governed by ABS or *interlocking rules*, regardless of whether cab signal rules are in effect on the track. Two exceptions to this requirement are:

1) Trains that experience a cab signal, ATC, Speed Control or LSL failure en route while operating in CSS territory. (Trains operating in non-CSS territory cannot claim an en route cab signal, ATC, Speed Control or LSL failure, unless they have experienced a catastrophic failure of their on-board apparatus, such as a major debris strike that damages their cab signal pickup bar.)

   NOTE: Trains operating with I-ETMS that experience a cab signal, ATC, Speed Control, or LSL failure en-route must consider I-ETMS to be inoperative and proceed in accordance with SI 592-S2.

2) Trains operating against the current of traffic, where DCS rules have been substituted for ABS rules, or where CSS rules have been removed from service in accordance with Rule 561, may cut out their speed control switch or ATC cutout switch through the affected area (P42 & P40 engines must cut out the territory switch). However, speed control, ATC or territory switch must be cut back in immediately before the train leaves the affected area.

   NOTE: When operating against the current of traffic on a Rule 251 track, the cab territory switch (if equipped) should be used to cut the speed control out through the affected area. However, when operating where DCS rules have been substituted for ABS rules, or CSS rules have been suspended, the electric ATC cut out switch must be used to avoid penalties that might occur if cab signal flips are received. Whenever a seal is broken to cut out one of these appliances, the Engineer must record the action on locomotive inspection form (MAP 100 for Amtrak engines). When the equipment is cut back in at the entrance to signaled territory, no retest is required, unless the equipment was cut out pneumatically.

   AMT-3 Instruction 4.21(c), “Territory Switch” is modified accordingly for movements leaving cab signal territory that are still governed by ABS or interlocking rules.

   The controlling locomotive of trains operated in the NEC that are equipped with a **Locomotive Speed Limiter (LSL) system** must be equipped with indicating lights on each side that illuminate when the locomotive's LSL system is cut in and functioning properly. If these LSL indicating lights are seen to be extinguished in cab signal territory, the train's LSL system may be cut out or not

functioning properly, and immediate notification must be made to the crew of the train involved and to the Dispatcher.

551-S1. ON-BOARD CAB SIGNAL TESTING DEVICE

MARC Control Cars 7745-7749 are equipped with an onboard cab signal testing device, governed by AMT-3 Instruction 7.2.3(A), “ATC (Cab Signal) Self Tester”

551-S2. CAB SIGNAL TESTS

When a cab signal test is performed by an engineer where there are no mechanical forces on duty to receive a copy of the test results, in addition to posting a copy in the locomotive cab, the results of such inspection must be transmitted to the Dispatcher, specifying the location, date, time, train, engine number, engineer's name and test results. The Dispatcher will record the test information in the Record of Cab Signal Test book.

561-S1. SINGLE LITE ACS-64, AEM-7, ALP-44, ALP-46, HHP-8, HST POWER CAR & MU ENGINE MOVEMENTS

In CSS territory, Dispatchers and Operators must not authorize a train to follow a **single lite ACS-64, AEM-7, ALP-44, ALP-46, HHP-8, HST power car or MU engine** between consecutive interlockings or controlled points, or between consecutive signals within interlocking limits.

Exceptions:

1) This restriction does not apply when the equipment is stored on a station track, without a signal to proceed.

2) This restriction does not apply on track Nos. 4 and 5 between Arsenal and Phil, inclusive (PW Line).

3) This restriction does not apply on the PH Line territory listed below:

   - No. 1 Track, between 52nd St. and eastern limits Zoo Int
   - No. 4 Track, between the eastern and western limits of Zoo Int
   - No. 4 Valley Track, between western limits Zoo Int (44th St.) and Valley Int (52nd St.)
   - No. 2 Track, between Zoo Int 36th Street (D1) and 44th St (JO).

4) In an emergency, the Dispatcher may authorize a train to follow this equipment by issuing the following train a Form D Line 11 for the territory involved.

   Prior to entering cab signal system territory, the conductor or engineer of a **single lite ACS-64, AEM-7, ALP-44, HHP-8, HST Power Car or MU engine** must notify the Dispatcher or Operator, who must in turn notify the next Dispatcher or Operator ahead of the movement. Interlocking and controlled point signals must be displayed for the lite engine movement.

   Each Operator or Dispatcher involved must apply blocking devices to his control machine to restrict following movements. These blocking devices need not be recorded nor reported to the Dispatcher. Interlocking machine indication may be relied upon to determine when engine has cleared interlocking or controlled point signals.

580-S1. ACSES POSITIVE TRAIN CONTROL SYSTEM

A GENERAL

ACSES (Advanced Civil Speed Enforcement System) is a Positive Train Control System (PTC) that uses transponders and data radio to supplement the cab signal/speed control system by enforcing permanent speed restrictions, temporary speed restrictions, and a positive stop at interlocking and controlled point signals displaying Stop Signal.

ACSES will automatically apply the brakes of an equipped train if the engineer fails to take proper action to comply with a permanent or temporary speed restriction, or an interlocking or controlled point (CP) signal displaying Stop Signal.

ACSES Special Instructions supplement Positive Train Control (PTC) Rules 580-590 and apply only where designated by Timetable or Bulletin Order.

B DEFINITIONS

Transponder: A device mounted between the rails that transmits location-specific train control information to trains equipped with on-board ACSES apparatus.

Data Radio: A radio used on-board ACSES equipped trains and at fixed sites to enhance certain features of ACSES through transmission and reception of data.

Positive Train Stop (PTS) Zone: The PTS Zone is the length of track preceding interlocking signals and controlled point signals, within which the ACSES calculated PTS braking curve will force a train to stop before reaching a Stop Signal, by causing a penalty brake application. The PTS Zone extends approximately 1000 feet from the interlocking or CP signal, varying in length depending upon the distance between the distant signal and the interlocking or CP signal, and rail adhesion conditions.

Construction Zone: A location designated by Bulletin Order or Form D where ACSES is active but is not enforcing civil speed, Positive Train Stops, or TSRs. The “CONSTRUCTION ZONE” text message, and/or the Missing Transponder Symbol, “– –” will display on the ADU.

Boundary Zone: Territory defined by special instruction extending to specific points on both sides of a boundary between NJ Transit/Conrail and Amtrak controlled trackage.

Boundary TSR: A TSR used within a boundary zone to alert the locomotive engineer whether the train has received an updated TSR List from the railroad controlling the territory the train has entered. A Boundary TSR will be 1 mile in length and will be the same speed as the lowest speed TSR within the boundary zone. This serves to protect any TSRs in effect within the boundary zone in the event that a new TSR list is not downloaded when the train crosses the boundary.

580-S2. TRAINS EQUIPPED WITH ACSES/PTC APPARATUS

All trains operating in ACSES territory must have operative ACSES unless a failure occurs enroute and are governed by all PTC Rule 580 – 590 and related Special Instructions.
Exception: Trains with I-ETMS are governed by PTC Rules 580-590 and I-ETMS related Special Instructions.

580-S3. TRAINS NOT EQUIPPED WITH OPERATIVE PTC-CALLING SIGNALS

On trains not equipped with operative PTC, the engineer must announce by radio when movement is governed by an Approach or more restrictive indication when approaching a controlled signal within PTC territory. Such announcements must include the train ID, location, track designation, and signal name.

Example (Engineer):

"Amtrak Train No. 99 Approach signal on No. 1 track at MP 99.4. over" The Conductor must acknowledge this transmission by radio.

Example (Conductor):
"Amtrak Train No. 99 Approach signal No. 1 track at MP 99.4, out."

580-S4 TRAINS EQUIPPED WITH OPERATIVE PTC-CALLING SIGNALS

1) **Road Operations within Stations and Terminals**

As soon as signals are clearly visible in non-PTC territory, a qualified employee in the operating cab must audibly announce the name of each signal that impacts movement before passing it

Example:
"Amtrak Train 19, Clear signal, south, 3 track at H Bridge"

Example:
"Amtrak Train 95, Clear Signal, 6 Track South Penn"

2) **Yard Operations**

Upon initial movements at an interlocking or controlled point.

(a) The engineer must announce via radio permission to proceed, communicating train/ symbol number, signal indication, and track number.

(b) The conductor must acknowledge this transmission via radio or by hand signal. This requirement does not apply when the conductor is located in the operating cab.

Example: Conductor: *"Amtrak Train YP711, Ok to proceed (direction), over."* **Engineer**: *"Amtrak Train YP711, Ok to proceed (direction), Track 26, on a(n) (signal name), over."* ***Conductor:*** *"Roger, YP711, (signal name), out."*

581-S1. TESTING THE ACSES APPARATUS

(a) **Departure Test**

The ACSES apparatus on the leading end of the first engine or control car of each equipped train must be tested and found to be operational within 24 hours before the engine or control car leaves its initial terminal.

(b) **Engineer's Responsibility**

Engineers taking charge of an equipped engine destined for ACSES territory must examine the test form to ensure that the on-board apparatus has been tested within the prescribed period, and must examine the ACSES display to ensure that the apparatus is cut in. The Missing Transponder Symbol ("- -") will be displayed on the track speed indicator until the engine enters ACSES territory.

If the engine is equipped with a train-type selector switch, the Engineer must ensure that the switch is in the correct position, as determined by the train's consist and the train type definitions that are included in the timetable.

(c) **Operating from Equipped Unit without Departure Test**

If necessary, en route to operate from an equipped unit or end that had not been given a departure test, the ACSES apparatus must be considered inoperative. Rule 584, "Movement with Inoperative On-board PTC Apparatus," must be observed.

(d) **ACSES Failure on Equipment in Turnaround Service**

Under the following conditions, a train that has experienced an ACSES failure may be dispatched from a turnaround point, governed by the rules that apply to an en route failure (SI 585-S1):

1) The equipment is used in turnaround service between its originating terminal and the turnaround point,

   AND

2) The equipment received a satisfactory ACSES test within the previous 24 hours,

   AND

3) No mechanical forces are on duty at the turnaround point to repair the equipment. The crew must advise the Dispatcher of the failure before leaving the turnaround point. The equipment must be repaired or replaced at the next forward point that will not cause undue delay to the train.

581-S2. ACSES DEPARTURE TEST: MAP 100

When taking charge of an ACSES equipped engine destined for ACSES territory, engine service employees must examine the MAP 100 form to determine that the on-board ACSES apparatus has been tested within the prescribed period. If necessary, the Engineer will perform a self-test, then note the time and date of the test, and his signature, on the locomotive inspection form. Engineers must promptly advise the Dispatcher whenever it is necessary for them to perform an ACSES test, and the result of the test.

581-S3. ACSES TRAIN TYPE SELECTOR SWITCH

When taking charge of a train that is destined for ACSES territory, the Engineer must ensure that the ACSES train type setting on the controlling engine corresponds with the train's consist, as follows. See 37-S5
The ACSES train type that is active is indicated by a flashing light next to the train type letter (B, C, D or E) on the ACSES train type selection panel, not by the position of the train type selector knob.
If the active train type does not conform to the train's consist, the Engineer must change it by moving the train type selector knob to the correct position, and then initiating an ACSES self-test. When the self-test has completed, the Engineer must check the ACSES train type selection panel to ensure that the correct train type has been activated, then note the time and date of the test, and his signature, on the locomotive inspection form. The same process must be followed if the train’s consist is changed enroute, resulting in the train qualifying for a different train type.

Train Consist :

1) **High Speed Trainsets (HST's):** The above requirements do not apply to HST's, which are automatically set to Train Type “A” or “B” depending on whether the tilt system is active (“A”) or disabled (“B”).

2) **Commuter Agency or Freight Carrier Engines:** The above requirements do not apply to commuter agency or freight carrier engines that do not have a train type selector switch. These units are set internally to Train Type “C” or “E”, respectively.

581-S4. ACSES ACTIVATION IN NON-ACSES TERRITORY

If ACSES displays anything other than the Missing Transponder Symbol in territory where ACSES is not in effect, or if it should become necessary to reset the locomotive after entering such territory:

- The ACSES Electric Cut Out Switch located on the side of the ACSES equipment box must be placed in the “OUT” position.
- Once ACSES has been electrically cut out in this manner, ACS-64s, HST's and HHP-8's will display “ACSES Cut Out” in the alarm box of the MFD1/TOD screen.
- On other ACSES equipped engines, the red “Track Speed Cut Out” light will illuminate.
- Prior to entering ACSES equipped territory, ACSES must be cut back in without delay to the train. Re-testing the on-board ACSES apparatus is not required when the system is cut out and cut in electrically, as described above.

582-S1. ACSES DISPLAY AND ENFORCEMENT OF TRACK SPEEDS

(a) **ACSES Conforms to Known Track Speeds**

1) The on-board ACSES apparatus will display and enforce all permanent and temporary track speed limits. When approaching a location where the track speed is more restrictive, the track speed indicator will display the speed change prior to reaching the restriction if a reduction in speed is required.

Exception: Temporary Transponders - Where temporary transponders are used to enforce temporary speed restrictions:

i Temporary speed restrictions will be displayed and enforced as soon as the engine passes the temporary transponder, regardless of the train's speed.

ii Temporary transponders will be installed at the location of the Approach Speed Limit Sign to ensure adequate braking distance.

iii ACSES will not display or enforce temporary speed restrictions within interlocking limits.

2) When the track speed indicator changes to a more restrictive speed, the audible indicator will sound until the speed change is acknowledged. Failure to acknowledge the change within 8 seconds or to satisfy the required braking rate will result in a penalty application of the brakes.

3) When the track speed indicator changes to a more favorable speed, the audible indicator will transmit a short sound, which will not require acknowledgment. Speed must not be increased until the entire train has cleared previous lower speed limit.

4) Where ACSES data radio is in service and a train is diverted at an interlocking over one or more switches, ACSES will display and enforce the speed of the slowest crossover in the established route on trains that are equipped with the “ACSES II T.S.R. Data Radio” version of on-board apparatus. This crossover speed enforcement will continue until the head end of the train clears the interlocking, but may release sooner at certain locations

(b) **ACSES Does Not Conform to Known Track Speeds: More Restrictive Speed Governs**

1) Trains operating in a Construction Zone will have the Missing Transponder symbol (“- - “) and/or “Construction Zone” text message displayed on the ADU, it will not enforce civil speeds, Positive Train Stop or TSRs. The train must operate according to equipment, track and signal speed limits, not exceeding 79 MPH with operative CSS in ABS Territory or not exceeding 59 MPH Psgr, 49 MPH Frt, 40 MPH transporting PIH

without CSS in ABS territory. Trains operating in DCS or 562 territory with a Form D Line 13 authorizing 563 must not exceed 40 MPH (30 MPH- if transporting PIH).

(c) **If one of the conditions listed in Part "B" occurs:**

1) The Engineer must notify the Dispatcher as soon as possible without delay to the train. The report must include the location and description of the non-conformity.

Exception: Non-conformities referenced in SI 587-S1. "CIRCUMSTANCES IN WHICH ACSES MAY NOT INDICATE CURRENT WAYSIDE CONDITIONS," need not be reported to the Dispatcher.

2) The Dispatcher must relay all reported information to appropriate Mechanical and C&S personnel, so that they can investigate the non-conformity.

3) Normal speed may be resumed once ACSES displays a correct speed on the track speed indicator, unless an ACSES on-board apparatus failure has occurred as described in SI 585-S1.

583-S1. SECURE POSITIVE TRAIN STOP RELEASE (SPTSR) KEYPAD

Effective on the entirety of Amtrak controlled ACSES territory.
NOTE: When at a stop signal at a boundary to a foreign RR that does NOT have SPTSR in service, and you need to utilize the Stop Bypass function, and the controlling dispatcher cannot provide a code, the Engineer is authorized to cut out the SPTSR Keypad. They will then record the event on the MAP 100. At the next forward station stop, clear of the interlocking in question and when safe to do so the Engineer will cut the SPTSR Keypad back in.

1) **SPTSR Operations**

On locomotives equipped with SPTSR, the Secure Positive Train Stop Release Keypad must be used prior to operating the Stop Release Button. This function must be performed in the following manner:

1) The train must be stopped.

2) The engineer will request use of the Stop Release Button in accordance with Rule 583.

3) Once authority is received and properly repeated, the Dispatcher will generate and relay the 4-digit PTSR code.

4) The engineer receiving the code will repeat it to the Dispatcher and enter it into the Positive Train Stop Release Keypad. (A correct entry will read "Code Accepted")

5) The keypad will read "PTSR Enabled" and the Stop Release Button may be operated in accordance with Rule 583.

2) **PTSR Failure**

1) A code may be attempted three times before requesting a second code. After 3 attempts of a second code, the system will be considered failed and must be cut-out.

2) Once a failure of the keypad is declared, the Engineer must:

- Report the failure to the Train Dispatcher.
- Record the event on the MAP 100 form.

3) The engineer must submit an Unusual Occurrence Report (UOR).

582-S2. ACSES DISPLAY AND ENFORCEMENT OF TRACK SPEEDS

In the application of ACSES Rule 582, the track speed indicator on certain engines may be capped at the maximum speed of the engine, or a speed 5 MPH above the maximum authorized speed of the engine.

585-S1. CRITERIA FOR DETERMINING ACSES ON-BOARD APPARATUS FAILURE

In the application of NORAC rule 585, the following is added as ACSES On-board Apparatus Failures:

- The audible indicator fails to sound during an over speed condition or continues to sound after over speed requirements are met.
- The on-board apparatus experiences or displays an internal failure which results in a penalty brake application.
- The track speed indicator displays an incorrect permanent speed(s) for 3 consecutive miles.

Exception: High Speed Trains (HST) operating with a Missing Temporary Speed Symbol or “No Valid TSR DATA” light will be considered a “Fault,” not a Failure when the ADU displays 125 MPH, and the permanent speed is greater than 125 MPH.

- When equipped, the “ACSES Cut Out” light is flashing on the ADU and results in a penalty brake application.
- Damage occurs to any part of the ACSES apparatus.
- When the engineer operating from the leading end for the direction of movement, needs to use the Stop Release Function at two (2) consecutive interlockings/CPs when the signal(s) at the interlocking are displaying an aspect other than Stop.

585-S2. CRITERIA FOR DETERMINING ON-BOARD ACSES APPARATUS FAULT

The on-board ACSES apparatus will be considered as having a fault and does not require the ACSES apparatus to be cut out when any of the following occur:

(a) When the Missing Transponder Symbol “- -“is displayed.

Exception: When operating under DCS rules “- - “is not considered a fault unless the ADU displays the message “Transponder not read, MP XX.X”

(b) When the Missing Temporary Speed Symbol is displayed on the ADU (alternates between “- -" and permanent track speeds).

(c) When the red “No Valid TSR DATA” light is illuminated.

The engineer must:

(a) Notify the dispatcher and conductor as soon as possible without delay to the train. The reason and location of the fault must be included in this report.

(b) Operate the train according to track and signal speed limits not exceeding 79 MPH until the fault clears or is repaired, tested, and found to be functioning properly.

585-S3. ACSES ON-BOARD APPARATUS CONTINUES TO DISPLAY “CONSTRUCTION ZONE” TEXT MESSAGE

If the on-board ACSES apparatus continues to display the “CONSTRUCTION ZONE” text message after clearing the limits of the Construction Zone, the engineer must stop train as soon as safe train handling will permit, clear of tunnels and interlocking limits and contact the Dispatcher prior to recycling the ACSES system per AMT-3 Rule 4.4.2.P If the “Construction Zone” text message does not clear the engineer must declare an ACSES failure and cut out ACSES.

Exception: Trains may stop to recycle the ACSES system within Interlocking Limits while making a station stop or when authorized by the Train Dispatcher.

585-S5. NJT – ACSES BOUNDARY TSR(S)

All trains operating the Eastbound direction from CP Newark towards High Int must operate assuming an onboard ACSES Fault condition exists. TSRs may not be enforced even though the Missing Temporary Speed Symbol/LEIC – No TSR is not displayed. Eastward trains must operate not exceeding 79 mph (59 mph for trains without working ATC) between CP Newark and Hudson per 585-S2.

If a TSR is in effect in a Boundary Zone Location identified in the chart below, a Boundary TSR will be placed at the boundary location. NJT Trains entering Amtrak territory at the locations listed below will have a Boundary TSR enforced by ACSES on all tracks up to 1 mile from the boundary entrance location or until a new Amtrak TSR list is downloaded. This serves to protect TSR’s which are in effect within the boundary zone. A Boundary TSR that extends 1 mile from the boundary location will not be considered a failure of the of the ACSES system under 585-S1.

Boundary Location	Boundary Zone Extends To
Swift	CP Mid
Hudson	Western limits of Union
Union	Hudson
Shore	Girard

If a Boundary TSR is enforced upon entering Amtrak territory as described in above and does not release before travelling 1 mile beyond the boundary, trains must operate under 585-S2 after the boundary TSR is released, until clearing the limits of the applicable Boundary Zone listed in the table above. The Train Dispatcher must be notified.

TSR Sign

A sign shall be placed one mile from the boundary to indicate where a locomotive engineer should have already experienced a release from the Boundary TSR. If the boundary TSR persists all the way to the sign, or the engineer is unable to determine if the train was released to track speed, then the engineer shall declare a No Valid TSR indication state per operating rules. The sign shall be square with a reflective white background and black letters indicating “TSR LIMIT”.



586-S1. ACSES OPERATION WITH FAILED CAB SIGNALS

ACSES will function differently on trains with the on-board cab signal apparatus cut out because of an en route cab signal failure:

1) The Missing Transponder Symbol ("- -") will be displayed continuously.

2) ACSES will continue to enforce track speed limits and interlocking and CP signals displaying Stop Signal.

3) ACSES will enforce Slow Speed, Medium Speed and Limited Speed routes within interlocking limits.

4) ACSES will enforce a positive stop at interlocking or CP signals governing entrance to Rule 562 territory, when Clear to Next Interlocking Signal is not displayed.

   Trains will be governed by the rules that apply to cab signal failures.

   Note: In ACSES territory where data radios are not in service, trains operating with failed cab signals, or where DCS rules have been substituted for ABS rules, must cut out the on-board ACSES apparatus.

587-S1. CIRCUMSTANCES IN WHICH ACSES MAY NOT INDICATE CURRENT WAYSIDE CONDITIONS

ACSES may not indicate current wayside conditions under the following circumstances

1) When a train enters ACSES territory at a hand-operated switch or makes a reverse move in ACSES territory, ACSES may not display the correct track speed until the engine passes the first transponder set.

2) When a train makes a diverting move through an interlocking, ACSES may not display the correct speed of the track to which the train is routed until the train passes the first transponder set on the affected track.

3) When an engine passes a transponder while moving at less than 3 MPH, ACSES may display the Missing Transponder Symbol.

4) When entering an area where multiple closely spaced civil or temporary speeds are encountered in succession, ACSES will enforce each civil speed and speed restriction, but may not display all intermediate speed changes.

587-S2. MOVEMENTS THAT MUST NOT EXCEED 20 MPH

Trains that make a reverse move between transponder sets must not exceed 20. MPH until a valid track speed is displayed on the track speed indicator.

587-S3. BACK-UP MOVES IN ACSES TERRITORY

When a train is backing up or pushing cars in ACSES territory, ACSES may not enforce a positive stop at interlocking or controlled point signals.

590-S1. ENGINEER'S RESPONSIBILITY TO REPORT ON FORMS FOR AMTRAK, MARC OR CDOT SERVICE

To assist with monitoring and correcting PTC and other train control system anomalies, faults or failures, train crews working in Amtrak, MARC, or CDOT service are required to make such reports to the train dispatcher or other designated personnel prescribed in the operating rules. PTC system anomalies must also be reported to the CNOC PTC Support Desk in accordance with the PTC Support and Troubleshooting Communications instruction outlined in Amtrak PTC Operations Guide.

Train control system incident reporting must be timely and accurate. In addition to notifying the train dispatcher, host railroad and Amtrak PTC or Mechanical Support Personnel as outlined in operating rules, locomotive engineers are also required to complete and submit a Train Control System Incident Report Form to the Amtrak Mechanical/ PTC Support Desk by utilizing NRPC 3419 and NRPC 3533. These forms are in the Mobile Document Compliance System (MDCS) on the Comply365 Application home page under "My Forms", "Transportation – Locomotive Engineers". Paper copies of the forms will no longer be provided.

ACSES conditions will be reported using the "ACSES Unusual Occurrence Form" NRPC 3419 in Comply365 application.

I-ETMS conditions will be reported using the "I-ETMS/ ITCS Incident Report Form" NRPC 3533 in Comply365 application.

One (1) single form may be used for all incident(s) encountered per train trip. If multiple forms per train trip are required, the employee is responsible for submitting all forms. NRPC 3419 and NRPC 3533 forms must be completed and submitted by the Locomotive Engineer within 24 hours of a PTC incident. Upon completion and submission of the form(s) within the Comply365 application, the form(s) will automatically be forwarded to the Amtrak PTC Support Desk at DLCNOCMechDesk@amtrak.com

Reporting is required if any of the following **ACSES** conditions are encountered using the ACSES Unusual Occurrence Form NRPC 3419:

- ACSES Failure Declared
- ACSES or ATC Cut-Out
- Audible Warning Not Received or unable to Silence an Audible Warning
- Penalty Received
- Unable to Recover from a Penalty
- Stop Bypass Pressed
- Overspeed Penalty
- PTS Penalty
- Roll away Penalty
- Construction Zone
- Solid "--" or Flashing "--"
- ATC Cut-Out Light Illuminated
- ACSES Cut-Out or Failure Light Illuminated
- No Valid TSR Data Light Illuminated
- No TSR Response
- Incorrect Speed Change Location
- Unexpected Temporary Speed Restriction

Reporting is required if any of the following ***I-ETMS*** conditions are encountered using the I-ETMS / ITCS Incident Report Form NRPC 3533:

- Initialization Failure with AMTK
- Initialization Failure with Other Railroad
- Onboard Display is damaged or unintelligible
- Audible Warning Not Received
- Onboard Display Information of Wayside Signal Discrepancy
- Penalty Enforcement Received
- Soft Key Cut-Out used for operational reasons
- I-ETMS Penalty/Horn/Emergency Switches Cut-Out
- Unable to recover from Penalty Enforcement
- Unable to transition to Active State
- I-ETMS not providing Warning for Target or Restriction
- Mandatory Directive being enforced not received from Dispatcher
- Non-Sync Subdivision Condition
- Cab Signal / ATC / ATS Cut-Out
- Other

The Report will include, but is not limited to:

- Employee Name
- Employee SAP Number
- Train Number & Origination Date (i.e. Train 123 (01))
- Lead Unit Number
- Train System Type (i.e. ACSES / I-ETMS)
- Incident Date / Time / Time Zone
- Host Railroad / Line or Subdivision / Track / Milepost Location
- Estimated Speed at Time of Incident
- Dispatcher and/or PTC Support Personnel Notified
- Dispatcher Instructions

591-S1. I-ETMS POSITIVE TRAIN CONTROL SYSTEM

A **GENERAL**

I-ETMS (Interoperable Electronic Train Management System) is a Positive Train Control System (PTC) that uses GPS and a communication-based system to enhance the safety of train operations. It does not authorize train movement.

I-ETMS Special Instructions supplement Positive Train Control (PTC) Rules 580-590 and apply only where designated by Timetable or Bulletin Order.

Train crews are required to conduct a safety briefing at the beginning of each tour of duty regarding I-ETMS equipment on their train and the I-ETMS territory traversed on the train's route.

Passenger trains with operative I-ETMS will be governed by Train Type “C” speeds, not to exceed 90 MPH.

B **DEFINITIONS**

Restricted Mode - A mode where the only function provided by I-ETMS is the enforcement of the maximum speed indicated on the I-ETMS display.

I-ETMS Equipped – A locomotive equipped with an operable I-ETMS system.

I-ETMS Inoperative – A condition when I-ETMS is not providing enforcement while occupying designated limits. This includes when the system is disengaged, failed, cutout or the controlling locomotive is not equipped.

592-S1. TRAINS EQUIPPED WITH I-ETMS APPARARTUS

All trains in I-ETMS territory must be equipped with on-board I-ETMS apparatus that is cut in and initialized for the direction of movement except when system becomes Inoperative and are governed by all PTC and Amtrak related Special instructions.

Exception: Trains equipped with ACSES are governed by PTC Rules 580-590, and ACSES related Special Instructions.

A When taking charge of a train in I-ETMS territory, or before entering I-ETMS territory, the train must not depart until the engineer confirms:

1) The Cab Signal and ATC/LSL systems are tested and cut in
2) The I-ETMS circuit breakers and cut out switches are in the appropriate position.
3) The I-ETMS system on the controlling locomotive is initialized.

B At the completion of the trip, the engineer must log out of I-ETMS unless authorized by proper authority or special instruction.

1) The Clearance number will be 8 digits in length, using a predetermined number format.
2) When selecting the Amtrak Train ID during initialization, the train ID selected should correspond to the predetermined train/clearance number association.
3) In the event a train authorized to operate with I-ETMS experiences issues with the Amtrak clearance number provided, contact the appropriate Amtrak movement office to receive a new clearance number.
4) Trains and associated clearance numbers are listed below. Trains not listed must contact the appropriate Amtrak Train Dispatcher to receive an Amtrak clearance number.

MARC Trains	
Train No.	**Clearance No.**
400	00003200
401	00013200
403	00023200

MARC Trains	
Train No.	**Clearance No.**
404	00033200
407	00043200
408	00053200
409	00063200
410	00073200
412	00083200
413	00093200
414	00103200
415	00113200
416	00123200
418	00133200
419	00143200
421	00153200
422	00163200
423	00173200
424	00183200
426	00193200
427	00203200
428	00213200
429	00223200
430	00233200
431	00243200
433	00253200
435	00263200
438	00273200
439	00283200
440	00293200
443	00303200
445	00313200
446	00323200

MARC Trains	
Train No.	**Clearance No.**
447	00333200
448	00343200
449	00353200
451	00363200
452	00373200
453	00383200
454	01043200
455	01053200
476	00393200
478	00403200
480	01003200
481	00413200
482	00423200
485	00433200
486	00443200
487	00453200
490	00463200
491	00473200
492	00483200
494	00853200
495	00493200
497	00503200
499	00513200
502	00523200
505	00533200
511	00543200
517	00553200
520	00563200
525	00573200
532	00583200

MARC Trains	
Train No.	**Clearance No.**
536	00593200
537	00603200
544	00613200
548	00623200
550	00633200
554	00863200
579	00643200
583	00653200
585	00663200
587	00673200
589	01063200
610	00683200
612	00693200
613	00703200
634	00713200
641	00723200
642	00733200
652	00743200
675	00753200
677	00763200
679	00773200
681	00783200
685	00993200
688	00793200
689	00803200
692	00813200
694	00823200
696	00833200
698	00843200

Protect Diesels at Odenton	
Train No.	**Clearance No.**
KW907	3900
KW908	90003912

NS Trains	
Train No.	**Clearance No.**
H04	00163300
H10	00033300
H13	00153300
H14	00253300
H18	00413300
H21	00263300
H62	00073300
H63	00203300
H82	00193300
H83	00693300
H84	00063300
K35	00103300
K37	00113300
K51	00233300
K54	00083300
K55	00213300
K64	00093300
K70	00223300
*Y90	00613300
*Y91	00623300
*Y92	00603300
*Y93	00633300
HH11	00583300
*28V	00673300
*36A	00183300
*37A	00053300

NS Trains	
Train No.	**Clearance No.**
41M	00533300
45M	00543300
46M	00553300
51M	00563300
*52M	00573300
052	00703300
*053	00483300
*054	90003316
058	00123300
*62W	00173300
*63W	00043300
*64R	00023300
*64X	00743300
*66R	00143300
66X	00013300
*65R	00653300
*66T	00423300
*67R	00433300
*67T	00443300
*67X	00453300
*93M	00463300
*257	00663300
*582	00473300
*590	00303300
*591	00523300
*591	00243300
592	00313300
*593	00323300
632	00333300
633	00343300

NS Trains	
Train No.	**Clearance No.**
637	00353300
638	00363300
650	00493300
651	00503300
*862	00513300
*863	00753300
5921	90003328
Note: NS Train numbers prefixed with an asterisk (*) operate on the PW and PH Lines.	

592-S2. CRITERIA FOR DETERMINING INOPERATIVE I-ETMS

1) **Inoperative Conditions Not Requiring I-ETMS System Cut Out**

1) I-ETMS will be considered inoperative if any of the following conditions occur:

(a) I-ETMS system is cut out using “cut out key” on the onboard display.

(b) I-ETMS system fails to initialize.

(c) A Subdivision on the train’s route fails to synchronize immediately after initialization.

(d) The (SYNC) flag illuminates while active on a subdivision and does not extinguish within two minutes.

(e) Fails to transition to the ACTIVE state after having been initialized within I-ETMS territory and the locomotive has moved more than 100 feet.

(f) Transitions from the ACTIVE state to another state for 30 seconds or more while in I-ETMS territory, other than due to engineer logoff or entering Restricted Mode for work events.

(g) ONBOARD DISPLAY displays track conditions that do not conform at two (2) consecutive block or interlocking signal locations.

If the On-board I-ETMS system becomes inoperative, the engineer must take the following actions:

(a) Immediately notify the conductor and dispatcher soon as possible without delay to the train.

(b) Unless otherwise restricted, operate according to the following track and signal speed limits.

1) In ABS territory with operative CSS, not exceeding 79 MPH.

2) In ABS territory without CSS, not exceeding 59 MPH for passenger trains, 40 MPH for trains transporting Poisonous-by-Inhalation (PIH), or 49 MPH for all other trains.

3) In non-signaled DCS territory, operate at restricted speed until notified of absolute block protection, then not exceeding 40 MPH or 30 MPH if transporting PIH.

2) **Inoperative Conditions Requiring I-ETMS System Cut Out**

I-ETMS will be considered inoperative and must be cut out if any of the following conditions occur:

(a) One or more ONBOARD DISPLAY device(s) is not intelligible or dark.

(b) System fails to sound an audible indication in conjunction with a visual warning.

(c) The penalty brake switch is cut out.

(d) Any part of the I-ETMS system is damaged.

If the On-board I-ETMS system becomes inoperative, the engineer will operate according to NORAC rule 585.

3) **I-ETMS Initialization Failure**

If I-ETMS fails to initialize, the train must attempt initialization at the next forward passenger station, or a location prescribed by the train dispatcher. The Engineer will operate according to NORAC rule 585 until the train can successfully initialize I-ETMS.

592-S3. OPERATING WITH I-ETMS IN DCS TERRITORY OR UNDER NORAC 563

Train operating in DCS territory or in accordance with Form D line 13 authorizing 563 must:

1) Cut out the on-board apparatus using the “cut out key” on the PTC display screen.

2) Operate not exceeding 40 MPH (30 MPH transporting PIH).

3) After clearing the limits of the Form D authority, engineers must “cut in” or reinitialize I-ETMS.

593-S1. I-ETMS QUALIFICATIONS FOR AMTRAK EMPLOYEES

Only qualified Train Service and Student Engineers may operate trains with operative and cut in I-ETMS equipped trains.

594-S1. I-ETMS OPERATIONS

1) **MARC Clearance Numbers**

1) **Scheduled Trains**

The MARC Clearance Number for scheduled trains will be 8 digits using the train number format (including leading zeros)

Example: Train 410 = 00000410

2) **Protect Locomotives 68, 70, 71, 72, 73, 74, 75, and 4145** will be 8 digits using the locomotive number format (including leading zeros)

Example: Locomotive 68 = 00000068

3) **Extra Trains** not listed in 592-S1 must contact the MARC Control Center to obtain a MARC Clearance Number.

2) **Amtrak Clearance Numbers**

In the event a train experiences issues with an Amtrak Clearance number or does not have an existing clearance number, the Train Dispatcher must create and dictate a clearance number to the train crew.

3) **Restricted Mode**

1) **Work Events – Return Movement, Set Outs, and Pick Ups**

Prior to performing work events requiring return movements, set outs, and pick-ups, the engineer must place the PTC System in Restricted Mode. While operating in Restricted Mode, all movements must be made at Restricted Speed. After the work events are completed, and prior to departing the location, Restricted Mode must be turned off. The engineer must update the onboard consist information, track selection, and timetable direction in order for the PTC System to resume an active state.

2) **Operating within the Limits of an Out of Service Track**

Once permission is received to enter the limits of an Out of Service Track, prior to entering, the engineer must place the PTC System in Restricted Mode. While operating in Restricted Mode, all movements must be made at Restricted Speed. After clearing the limits of the Out of Service track, Restricted Mode must be turned off. The engineer must update the onboard consist information, track selection, and timetable direction in order for the PTC System to resume an active state.

4) **Consist Data**

Freight Trains: Engineers operating freight trains must modify the Equipment Speed field consistent with 35-S1, 37-S4, and all other related Special Instructions in the consist message summary to match the territory maximum authorized speed of the train before entering Amtrak IETMS territory. The following equipment parameters must be used for train consist modifications if performing any pick-ups, set outs, or if PTC consist data conflicts with the actual train consist during system initialization.

Note: The Amtrak Commuter Operations Center must be contacted to receive equipment parameter data if private cars or equipment not listed is picked up or set out enroute

5) **I-ETMS Initialization Failure**

When I-ETMS fails to initialize, and the cause is determined to be the railroad(s) selected for initialization, the initialization must be reattempted without the selected railroad(s) that caused the initialization failure. The initialization failure must be communicated to the train dispatcher.

Trains that encounter an I-ETMS initialization failure at initial terminal locations are prohibited from departing the initial terminal location until the I-ETMS system is initialized or the train dispatcher permits movement to a location within the initial terminal to improve PTC system communication. An example of this scenario is a train dispatcher instructing a train to move out from under the Chicago Union Station overbuild.

An initial terminal is the starting point of a locomotive for a trip.

Trains that encounter an I-ETMS initialization failure at an enroute location (other than initial terminal) must attempt to re-initialize at a location directed by the train dispatcher or railroad operating rule on the governing railroad where the failure occurred.

Note: A successful I-ETMS initialization is when the I-ETMS system reaches the Disengaged State.

6) **“Select Direction” Soft Key**

Trains operating with PTC that are required to manually change the operating direction are prohibited from using the “Select Direction” soft key. If necessary to change the train’s direction, the following steps must be completed.

(a) Cut-out the PTC system using the “CUT OUT” soft key.

(b) Re-initialize the PTC system using the “CUT IN” soft key.

(c) Select the correct timetable direction.

7) **Train Departure with Defective or Failed Onboard PTC System (ACSES/I-ETMS)**
Train numbers or train services listed in the table below, including yard or extra trains originating at the identified location, are not permitted to depart the identified Amtrak PTC Repair Location if the onboard PTC system on the controlling locomotive displays one of the following anomalies:

- The locomotive onboard PTC in cab display, audible alerting feature, or TMC/OBC components are physically damaged or defective preventing proper onboard PTC system operation.
- The locomotive onboard PTC system is in a failure condition or “Failed State” that requires the PTC system circuit breakers, pushbuttons, and/or pneumatic switches to be placed in the “Cut-Out” position to permit train movement.
- The locomotive onboard PTC system is unable to pass a system departure test.
- A valid MAP 100 (MARC ECR 100) on controlling locomotive indicates that the locomotive PTC system is Cut-Out, defective, or failed.

Designated PTC Repair Locations

Division	PTC Repair Location	Train Numbers/ Services
Northeast	Albany – Rensselaer, NY	All originating Amtrak trains that receive locomotive calendar day inspection or Class 1 brake test or All thru trains receiving a new locomotive
	Boston, MA	All Amtrak trains
	New Haven, CT (CONN DOT Service Only)	All originating CONN DOT and CT Rail train sets that receive locomotive calendar day inspections and Class 1 brake test
	New York City, NY (Sunnyside Yard)	All Amtrak trains (Note: This includes NJT trains being moved by Amtrak train crews)
Southeast	Washington D.C. (Amtrak Service)	All originating Amtrak trains that receive locomotive calendar day inspection or Class 1 brake test or All thru trains receiving a new locomotive

Division	PTC Repair Location	Train Numbers/ Services
Southeast	Washington D.C. (MARC Service)	All originating MARC train sets that receive locomotive calendar day inspections or Class 1 brake test
	Baltimore, MD (MARC Service)	All originating MARC train sets that receive locomotive calendar day inspections or Class 1 brake test
	Middle River, MD (MSA Maintenance Facility - MARC Service)	All originating MARC train sets that receive locomotive calendar day inspections or Class 1 brake test
	Wilmington, DE (Work Train Service Only)	All originating work trains

595-S1. I-ETMS ENFORCEMENT OF INTERLOCKING AND CONTROL POINT SIGNALS

1) **Stop Signal Enforcement**

I-ETMS will enforce a positive stop at interlocking and CP signals displaying Stop Signal.

2) **Approaching Interlocking & CP Signals**

I-ETMS will cause a penalty application of the brakes to occur on trains that are approaching interlocking and CP signals if the train is approaching the signal at a speed above the predicted stopping distance for the signal, as shown on the I-ETMS CDU.

3) **“Pass Signal at Stop” – Prompt**

Trains must be stopped within 1500 feet of a signal enforcing a positive stop for 120 seconds before the “Pass Signal at Stop” prompt will be displayed on the onboard display. Unauthorized acknowledgment of this prompt may interfere with the safe passage of trains and is therefore prohibited. Unless otherwise specified, acknowledgment of the prompt is authorized only as prescribed below:

(a) **Train at Stop Signal - Rule 241 Permission:**

After a train has received Rule 241 permission from the dispatcher to pass a fixed signal displaying Stop Signal, and the dispatcher or operator has confirmed the repetition of that permission, the prompt may be acknowledged to allow the train to proceed.

(b) **Train at Signal Other Than Stop Signal:**

The “Pass Signal at Stop” Prompt should not display to pass any fixed signal other than a Stop Signal at any interlocking or Controlled Point. If this anomaly occurs, the prompt must not be acknowledged until the crew has received the dispatcher’s permission as prescribed below:

1) The crew must advise the dispatcher of the train’s location, track, direction, and the name of the next governing signal.

2) Before granting permission to acknowledge the prompt to pass a fixed signal other than Stop Signal, the dispatcher must verify the train’s location, track, direction and route status, and ensure that no opposing or conflicting movements have been authorized.

3) Once it has been determined that it is safe to do so, permission to acknowledge the prompt to pass a fixed signal other than Stop Signal must be given in the following manner:

"No. 5314 engine 4129 may acknowledge the "Pass Signal at Stop" Prompt on No. 2 track at Rare."

The receiving employee must repeat this permission to the dispatcher or operator and must not acknowledge the prompt until the dispatcher or operator has confirmed the repetition.

4) The dispatcher or operator must record and report all information pertaining to the I-ETMS anomaly.

In the event, the "Pass Signal at Stop" Prompt does not display and the Red Hash does not clear, the dispatcher may grant permission to cutout I-ETMS using the CDU soft key cutout function. I-ETMS must be cut in before passing the next fixed signal.

600-S1. INTERLOCKING RULES BETWEEN INTERLOCKINGS

Where Interlocking Rules are in effect between the interlockings and it is necessary to issue verbal permission to pass a signal in stop position for movement between these interlockings, the Operator or Dispatcher must confer with the Operator or Dispatcher who controls opposing movements to ensure that opposing signals are in stop position and blocking devices are applied to prevent opposing moves.

601-S1. LOCAL CONTROL OF INTERLOCKINGS BY C&S EMPLOYEES

A **General Requirements**

A Before a change of interlocking control is permitted, the train dispatcher (console operator, train director, rail traffic controller, etc.) and the C&S employee in the field must have a thorough job briefing regarding the length of time the control change is needed, the purpose of the control change and how it will affect the train dispatcher's display. The C&S employee and the dispatcher must have a job briefing to discuss:

(a) The identification and reason for any blocking devices applied.

(b) The description of any routes that are displayed.

(c) The nature of any C&S or joint C&S and MW tests or inspections to be performed and the effect that the work will have in the field and on the dispatcher's model board indications.

(d) Whether testing or inspection, activities will require RWP via the use of opposing Stop Signals to establish exclusive track occupancy protection.

The C&S employee granted local control must conduct an additional job briefing with the dispatcher each time the conditions of the work change. A C&S employee may only request permission to take local control of an interlocking to:

- Assist the dispatcher when remote control is lost, or
- Expedite C&S or joint MW switch, signal or track circuit inspection, testing, troubleshooting, general maintenance, or repair.

C&S employees must obtain permission from the dispatcher before taking local control and must follow the dispatcher's instructions during that time, including the application and removal of blocking devices and display of requested routes. When local control is authorized and transferred to the C&S employee in the field, verbal confirmation that the transaction has taken place by inspection of the dispatcher and C&S employee's console and control board must be made by both employees. Unless otherwise discussed, when local control is transferred to the C&S employee in the field, the train dispatcher will ensure all signals within the interlocking display STOP, and all switches are lined normal – this must be confirmed by both employees.

1) **Qualification Requirements for C&S Employees:**

C&S employees who take local control must be qualified on the operating rules, all operating functions of the local control panel, and the physical characteristics of the interlocking.

2) **Permission to Take Local Control**

(a) The dispatcher's permission to take local control must include the title and name of the employee authorized to take local control, the interlocking name, and the time permission is being given.

(b) The receiving C&S employee must document the permission on form NRPC 3436 and correctly repeat it to the dispatcher before taking local control.

(c) Permission to take local control is for the initial request only, and once returned to the dispatcher, any subsequent transfer of control must be authorized by the dispatcher unless previously discussed during a job briefing.

3) **Blocking Devices Applied or Ordered Applied by the Dispatcher**

(a) Dispatcher instructions regarding the application or removal of blocking devices must be correctly repeated by the C&S employee receiving them before being acted upon.

(b) C&S employees must obtain permission from the dispatcher before removing any blocking devices applied by, or ordered applied by, the dispatcher.

(c) C&S employees must keep a written record of these blocking devices on form NRPC 3436 to ensure compliance. The record must include the identification of each blocking device, the time it was applied, and the time the dispatcher authorized its removal.

4) **Displaying Signals for train Movements**

The C&S employee must not display a signal for a train movement unless:

(a) Authorized by the dispatcher.

(b) The C&S employee and the dispatcher have discussed and verified the position of all switches involved in the route to be displayed.

(c) All affected roadway workers are clear of the tracks to be used or have established alternate RWP protection.

5) **Permission by Stop Signals**

While an interlocking is in local control, dispatchers must not issue authorization past Stop Signals until they have contacted the C&S employee in control of the interlocking

to advise of the move to be made and confirm that all employees and equipment are in the clear and that the position of all switches involved in the route are properly lined and blocked.

6) **Track Car Operations**

Train Dispatchers must not authorize track cars to operate through interlockings that are in local control.

Except: In an emergency, or when the dispatcher has lost remote control and C&S is assisting with the establishment of routes, and only after proper blocking is applied for the movement (which may not shunt) and roadway workers are either clear of tracks or have established alternate RWP protection.

B **Track Out-of-Service within Interlocking Limits**

The dispatcher must not authorize local control when a track within interlocking limits is out of service by Form D except:

(a) In an emergency,

(b) When necessary to route a train to, from, or around an out of service track on which a track circuit has been de-energized, or

(c) When necessary to perform C&S testing.

The C&S employee authorized to take local control must receive permission from the person in charge of the out-of-service track and be shown or read a copy of the directive before operating any interlocking appliance. The dispatcher must communicate all appliances blocked, and the C&S employee must confirm them.

Appliances used for the protection of track(s) out service must not be tested by the C&S department while a Form D is in effect on that track(s).

If the signals and switches providing protection must be tested, the Form D must be cancelled with the RWIC, and when necessary, alternate blocking protection must be provided before testing can occur. The Dispatcher and C&S employee must have a job briefing to discuss the conditions of the track and all blocking devices applied.

C **Roadway Worker Protection**

1) **Restrictions**

The C&S employee must not authorize:

(a) Any work unrelated to C&S testing or inspection or joint C&S and MW switch inspections.

(b) Any work that involves on-track equipment or will disturb the track or catenary structure so that it would be unsafe for Normal Speed.

2) **Exclusive Track Occupancy Using Opposing Stop Signals**

In the application of Amtrak and federal Roadway Worker Protection rules, a qualified C&S employee who has local control of an interlocking must use opposing Stop Signals to establish exclusive track occupancy protection. Unless alternate protection is provided, the C&S employee must:

(a) Apply blocking devices to prevent the display of any signal leading to the limits to be protected prior to establishing working limits.

(b) Appropriately note the use of Stop Signals for such protection, as indicated on form 3436.

(c) Keep a written record of these blocking devices on form NRPC 3436 to ensure compliance. (The record must include the identification of each blocking device, the time it was applied, and the time removed; it is not necessary to report these blocking devices to the dispatcher).

(d) Ensure blocking devices remain applied until all employees authorized to foul the track(s) have cleared, or the employees have established alternate protection.

If the display of signals is required for the purposes of testing, such signals may only be displayed as authorized by the train dispatcher when assurance has been made that no train or equipment would be available to accept such signals. Tracks and routes for which signals are displayed must not be fouled by men or equipment unless alternate protection is provided.

NOTE: "Local Control" IS NOT an establishment of RWP. Proper RWP protection for roadway workers is only established through the C&S employee's use of stop signals and blocking devices under their control. When protection outside of interlocking limits is required, permission to foul tracks must be obtained from the dispatcher in the usual manner. Before granting permission to foul tracks, the dispatcher must order the C&S employee who has local control of any affected interlockings to apply blocking devices to the affected controls.

3) **Returning Remote Control to the Dispatcher**

Before operating the control, toggle and returning "Remote Control" to the dispatcher, the C&S employee in charge must:

1) Ensure that all affected Roadway Workers are clear of the tracks or have established alternate protection, and

2) Notify all affected roadway workers that remote control is being returned to the dispatcher for the operation of trains, and

3) Notify the dispatcher that all roadway workers are clear or that alternate protection is established, and that control of the interlocking is being returned.

The train dispatcher must not perform any functions on their console until it has been confirmed that:

1) Remote Control is restored to the dispatcher both verbally and electronically, as indicated on each employee's control display.

Once control of the interlocking is returned to the dispatcher, the C&S employee must document the time on form NRPC 3436, draw an "X" through the blocking device record and retain the record for 7 days.

601-S2. LOSS OF SWITCH INDICATION OR CODE CONTROL

(If a switch is “out of correspondence” / stuck on center this instruction does not apply)

Dispatchers must take the following actions in addition to NORAC 241 before authorizing a train to pass a Stop Signal that cannot be displayed due to loss of switch indication or code control and a C&S or MW employee is not immediately available to secure the switch in the field:

1) **Dual Control Switches**

   The dispatcher must instruct the crew to place the switch(es) in "hand throw" position, and properly line the switch(es) by hand in accordance with Rule 104G.

   This procedure must be followed for each train movement, unless the switch was lined by hand in the desired position by a previous crew, and left in the “hand throw” position

2) **Switches Other Than Dual Control**

   Instruct the crew that after they receive permission to pass the Stop Signal, they must stop prior to each switch in the route to determine that the route is properly lined, and switch points are against the stock rail.

   These procedures must be followed for each train movement. Where available, blocking devices must be used

605-S1. SEPTA RAIL CLEANING CARS

Septa Rail Cleaning Cars RC-1 and RC-2 are converted rail grinding cars that have been equipped with wire brushes to scrape leaf residue off the rail. They may be pushed or pulled by an engine over the NEC, subject to the following restrictions:

1) They may be operated at speeds up to 25 MPH, not exceeding the maximum speeds for freight trains.

2) They must not be coupled to other types of equipment, other than the engine that is pushing or pulling them.

3) While operating within interlocking limits, they must receive following movement and route protection in accordance with Rule 605, “Movements That Might Not Shunt.”

4) While operating in ABS territory, they must receive following movement protection in accordance with Rule 506, “Trains that Might Not Shunt.”

613-S1. VERBAL AUTHORITY FOR MOVEMENT

- Prior to movement, the receiving employee must repeat information pertaining to movement exactly as dictated by the dispatcher.
- After confirming the instruction has been accurately repeated, the Dispatcher must transmit “you may proceed” before movement can begin.

701-S1. COMMUNICATION REQUIREMENTS FOR TRAINS

Trains must not be dispatched from their initial terminal without a working locomotive radio on the leading end of the controlling engine. Trains must also be equipped with a backup means for communicating with the Dispatcher. The backup means shall be a second locomotive radio or a portable radio capable of reaching the Dispatcher.

Employees must test each required means of communication as soon as practicable, prior to the commencement of their work assignment. If the device fails to function as intended, the Dispatcher must be notified as soon as practicable.

If the locomotive radio on the controlling engine fails en route, a portable radio must be placed on the controlling engine at the next location where portable radios are available. If a required backup means of communication fails en route, the device must be repaired or replaced at the next location where it is possible to do so.

For the purpose of this instruction, an initial terminal is defined as the location where the locomotive receives its calendar day inspection, and any subsequent turning point where mechanical forces are on duty who can repair or replace a defective locomotive radio. If it is not possible to repair or replace a defective locomotive radio at a turning point without undue delay to the train, the train may be dispatched from the turning point with a portable radio on the head end, and a crew member stationed at a working locomotive radio at another location in the train.

701-S2. RADIO COMMUNICATION WITH ENGINEERS

Employees should avoid using Engineers to relay or provide routine, non-emergency information that does not directly affect the train's movement. Whenever possible, such communication must be made directly with the other parties involved. For example, a Conductor needing a wheelchair at an upcoming station should use his or her railroad-supplied cell phone or radio to communicate directly with Customer Services personnel, and a Dispatcher needing information on a train delay should obtain the information directly from the Conductor.

702-S1. COMMUNICATION REQUIREMENTS FOR TRACK CARS AND ROADWAY WORKERS

All track cars moving between work locations or moving under the same authority must be equipped with a working radio.

706-S1. DISPATCHER RADIO CHANNEL TERRITORIES

All Dispatcher offices are equipped with road radios, channel 054-054.

Exceptions:

- **Boston -** Westbound and southbound trains must change to radio channel 015-015 at Division Post (MP 72.9). Radio Channel 063-063 in service on the Middleboro Mainline (MM) and Dorchester Branch (DB) from Tower 1 exclusive to Cabot and South Bay inclusive.
- **New York -** PSCC also equipped with LIRR channel 2. Dispatchers Office and Terminal Operations Center also equipped with road radio channel 060-060.
- **Philadelphia -** Section C Dispatcher also equipped with road radio channel 035-035.

706-S2. NARROW BAND RADIO CHANNELS

All Amtrak radios must be operated only on narrow band channels, displaying a "0" before the channel number i.e., 023-023, 054-054, or NEC RD 054.
Exception: Narrowband compliant Locomotive, Power Car, Cab Car, and NPCU radios are indicated by a serial number on the face of the radio containing the letter 'D' and may display two-digit channel numbers.

714-S1. TELEPHONE NUMBERS-DISPATCHERS, OPERATORS, ETC.

NHB, DB, MRS, & MM LINES

Dispatcher/Operator	Exchange	ATS	Commercial
Chief Dspr	Boston	580-7569	617-345-7569
Chief Dspr *(secondary number)*	Boston	580-7570	617-345-7570
Form D inquiry only	Boston	580-7585	617-345-7585
Terminal TD	Boston	580-7565	617-345-7565
Corridor TD	Boston	580-7561	617-345-7561
Main Line TD	Boston	580-7562	617-345-7562
New London TD	Boston	580-7567	617-345-7567
South County TD	Boston	580-7580	617-345-7580
Dorchester TD	Boston	580-7492	617-345-7492
Shore Line TD	Boston	580-7568	617-345-7568
North End - Springfield Line TD	Boston	580-7521	617-345-7521
Springfield Line TD	Boston	580-7574	617-345-7574
Power Director – Zone 10 East (South Station MP 228.7 to Richmond MP 150.1)	Boston	580-6961	617-204-6961
Power Director – Zone 10 West (Richmond MP 150.1 to Mill River MP 72.9)	Boston	580-7714	617-345-7714
Power Director - Zone 10 West (Richmond MP 150.1 to Mill River MP 72.9) *(secondary number)*	Boston	...	617-345-7715
Operations Clerk	New Haven	561-6161	203-773-6161
Operations Clerk *(secondary number)*	New Haven	561-6162	...
Groton/Thames	New London	860-446-3906	860-625-9564
Shaws Cove	New London	860-446-3959	860-625-9597
Conn	New London	568-5622	860-510-5622
Mystic River	New London	566-3908	860-446-3908
Nan	New London	568-5628	860-510-5628

NYS, HUD, PRB, NGB, NYT & NYP LINES

Dispatcher/Operator	Exchange	ATS	Commercial
Chief Dspr	Penn Sta.	521-7467	212-630-7467

Dispatcher/Operator	Exchange	ATS	Commercial
Power Director - Zone 1 (Shell to Bergen)	Penn Sta.	521-7684	212-630-7684
Power Director - Zone 1 (Shell to Bergen) *(secondary number)*	Penn Sta.	521-7685	215-630-7685
Power Director - Zone 2 & 3 (Bergen to MP 76)	Penn Sta.	521-7680	212-630-7680
Power Supervisor MNR Dspr	GCT	*Telephone numbers can be found in MNR Documents*	
Penn Station Central Control (PSCC)	Penn Sta.	521-6308	212-630-6308
Penn Station Central Control (PSCC) *(alternative number)*	Penn Sta.	521-6309	212-630-6309
Penn Station Central Control (PSCC) *(alternative number)*	Penn Sta.	521-6286	212-630-6286
Terminal Oprs Cntr	Penn Sta.	521-6466	212-630-6466
PSCC Yardmaster	Penn Sta.	521-7492	212-630-7492
Dspr. Sec. A	Penn Sta.	521-7472	212-630-7472
Dspr. Sec. B	Penn Sta.	521-7471	212-630-7471
CETC-9 TD	Penn Sta.	521- 6881	212-630-6881
CETC-8 TD	Penn Sta.	521-6409	212-630-6409
CETC-7 TD	Penn Sta.	521-6408	212-630-6408
Hudson Line TD	Penn Sta.	521-7370	212-630-7370
Hudson North TD	Penn Sta.	521-6788	212-630-6788
LAB	Albany	...	518-465-0746
Pelham Bay	Penn Sta.	521-7193	212-630-7193
Q Switching Center	Penn Sta.	521-7763	212-630-7763
R Switching Center	Penn Sta.	521-7349	212-630-7349

WT, PW, NYP & PH LINES

Dispatcher/Operator	Exchange	ATS	Commercial
Chief Dspr	Phila.	728-2417	215-349-2417
Asst Chief H	Phila.	728-2226	215-349-2226
Asst Chief H *(secondary number)*	Phila.	728-2227	215-349-2227
Dspr. Sec. B	Phila.	728-2230	215-349-2230

Dispatcher/Operator	Exchange	ATS	Commercial
Dspr. Sec. C	Phila.	728-2231	215-349-2231
Asst Chief I	Phila.	728-2251	215-349-2251
Asst Chief I *(secondary number)*	Phila.	728-2252	215-349-2252
CETC-1 TD	Phila.	728-2263	215-349-2263
CETC-2 TD	Phila.	728-2264	215-349-2264
CETC-3 TD	Phila.	728-2265	215-349-2265
CETC-3 North TD	Phila.	733-4603	302-552-4603
CETC-4 TD	Phila.	728-2266	215-349-2266
CETC-5 TD	Phila.	728-2233	215-349-2233
CETC-6 TD	Phila.	728-2232	215-349-2232
Power Director - Zone 4 (MP 76 [Holmes] - Glenolden)	Wil	733-4640	302-552-4640
Power Director - Zone 4 (Penn-MP 21.3 [Paoli])	Wil	733-4641	302-552-4641
Power Director - Zone 5 (Glenolden-Gunpow)	Wil	733-4650	302-552-4650
Power Director - Zone 5 (Glenolden-Gunpow) *(secondary number)*	Wil	733-4651	302-552-4651
Power Director - Zone 6 (Gunpow to WUT)	Wil	733-4660	302-552-4660
Power Director - Zone 6 (Gunpow to WUT) *(secondary number)*	Wil	733-4661	302-552-4661
Power Director - Zone 8 (MP 21.3 [Paoli] - Harrisburg)	Wil	733-4680	302-552-4680
Power Director - Zone 8 (MP 21.3 [Paoli] - Harrisburg) *(secondary number)*	Wil	733-4681	302-552-4681
Psgr. Clerk-North	Phila.	728-2235	215-349-2235
Psgr. Clerk-South	Phila.	728-2394	215-349-2394
Overbrook	Phila.	728-2335	215-349-2335
Paoli	Phila.	728-2336	215-349-2336
Thorn	Lanc.	738-5043	717-291-5043
Thorn	Phila.	728-3237	215-349-3237
Zoo	Phila.	728-2340	215-349-2340

Dispatcher/Operator	Exchange	ATS	Commercial
Control Center	Wash.	777-2301	202-906-2301
Toll Free	Wash.	...	800-372-9700
Crew Dspr.	Wash.	777-2319	202-906-2319
Toll Free	Wash.	...	800-372-9600
K Tower	Wash.	…	...
TD A (Amtrak moves)	Wash.	...	202-906-3624
TD B (Marc moves)	Wash.	...	202-906-3625
Asst Train Director	Wash.	...	202-906-3628
ADFO (Flags/orders)	Wash.	...	202-906-3627
FAX	Wash.	...	202-906-3035
Yardmaster	Wash.	777-2328	202-906-2328

714-S2. TELEPHONE NUMBERS-AMTRAK POLICE

ALL LOCATIONS: 1-800-331-0008

714-S3. TELEPHONE NUMBERS-CREW DISPATCHERS

Crew Dispatchers

Crew Base	Type of Call	Telephone Number
All	T&E Employee Payroll Hotline	888-818-2024
All	Assignments Department	877-850-2260
All	To call crew dispatcher from a non-Amtrak location	800-828-2739
Boston Springfield New Haven	Train and Engine employees in road passenger service reporting to duty with crew dispatcher at sign up location.	8-734-2131
New York	Train and Engine employees in road passenger service reporting to duty with crew dispatcher at sign up location.	Zone 1: 8-734-2131
New York	Train and Engine employees in road passenger service reporting to duty with crew dispatcher at sign up location.	Zone 2: 8-734-2132

Crew Base	Type of Call	Telephone Number
Philadelphia and Harrisburg	Train and Engine employees in road passenger service reporting to duty with crew dispatcher at sign up location	8-734-2133
Washington	Train and Engine employees in road passenger service reporting to duty with crew dispatcher at sign-up location.	8-734-2134
Calls on 800-828-2739 will receive a prompt requesting the caller press the 4 digit number of the dispatching desk they wish to contact, i.e. Desk 1-2131, Desk 2-2132, Desk 3-2133, Desk 4-2134. All calls are on a recorded line.		

714-S4. ADJACENT FOREIGN RAILROAD CONTACT INFORMATION - EMERGENCY COMMUNICATIONS.

When a train emergency occurs on Amtrak's territory, the Engineer or Conductor of the train in emergency must transmit an emergency broadcast on the appropriate foreign railroad radio channel listed below (if available) when operating at locations adjacent to their trackage in the manner of the following example:

"Emergency, Emergency, Emergency. Train TV-24 engine 6605 is in emergency moving east on Amtrak's No. 2 track at MP 78."

Following this emergency broadcast, the Engineer or Conductor must immediately return to the appropriate Amtrak radio channel. Once notified of a train in emergency, the Dispatcher (or Operator) must contact the appropriate foreign railroad Dispatcher on the Telephone Number listed to ensure protection is provided for the emergency condition. Once the emergency condition no longer exists, the foreign railroad Dispatcher must again be notified so protection can be lifted.

All line specific locations where adjacent Railroads exist are listed below.

MRS LINE

Amtrak Dispatcher (Adjacent Locations)	Foreign RR	Foreign Dspr	Telephone Number	Foreign Radio Channel
Springfield Dspr (Btwn Sweeney & Spring)	CSX	Berkshire	904-381-2567	46-46 Emerg. Channel 30-30

NHB LINE

Amtrak Dispatcher (Adjacent Locations)	Foreign RR	Foreign Dspr	Telephone Number	Foreign Radio Channel
Corridor Dspr (Btwn Forest & Cove)	MBTA	Orange Line	617-222-5744	087-087
Dorchester Dspr (Btwn Back Bay & Southampton Yd)	MBTA	Red Line	617-222-5707	087-087

NYS LINE

Amtrak Dispatcher (Adjacent Locations)	Foreign RR	Foreign Dspr	Telephone Number	Foreign Radio Channel
Section A (Btwn Gate & Pelham Bay)	CSX	South Kearny YdMstr	718-579-1940	059-059

NYP LINE

Amtrak Dispatcher (Adjacent Locations)	Foreign RR	Foreign Dspr	Telephone Number	Foreign Radio Channel
CETC 6 (Btwn Frankford Jct & Mantua)	Conrail	Delair Branch	856-231-2312	064-064
CETC 9 (Btwn Hunter & Lane)	Conrail	N. Jersey- Oak Island	856-231-2310	050-050
Section B (Btwn Hudson & Cliff)	PATH System	Path Chief Dspr	201-216-6551	024-024
CETC 6 (Btwn Frankford Jct & Mantua)	Conrail	S. Jersey-Delair Branch	856-231-2312	064-064

PH LINE

Amtrak Dispatcher (Adjacent Locations)	Foreign RR	Foreign Dspr	Telephone Number	Foreign Radio Channel
Zoo Tower (Limits of Zoo Int.)	CSX	BE Desk	410-368-5947	008,066-5
Section C (Btwn Roy & State)	NS	Riverline	404-877-9506	064-064

PW LINE

Amtrak Dispatcher (Adjacent Locations)	Foreign RR	Foreign Dspr	Telephone Number	Foreign Radio Channel
CETC 1 (Btwn CP Avenue & Carroll)	CSX	BC Desk	904-381-2282	008,014-6
	Metro	Yellow Line	202-962-1652	N/A
CETC 2 (Btwn Paul & Charles) (Btwn River & Bay)	MARC	Light Rail	410-454-7590	N/A
	NS	Bayview YdMstr	410-558-1503	050-050
CETC 3 (Btwn Ragan & MP 41)	NS	Chrysler YdMstr	302-518-6730	050-050
		Riverline	404-877-9506	046-046
CETC 4 (Btwn Yard & Ragan)(Btwn Highland Ave & Hook)	NS	Riverline	404-877-9506	046-046
	Conrail	Stoney Desk	610-859-7401	050-050

Amtrak Dispatcher (Adjacent Locations)	Foreign RR	Foreign Dspr	Telephone Number	Foreign Radio Channel
CETC 5 (Btwn Arsenal & Phil)	CSX	BE Desk	904-381-2284 / 2294	008,066-5
	SEPTA	SEPTA-6	215-580-8681	071, 016

WT LINE

Amtrak Dispatcher (Adjacent Locations)	Foreign RR	Foreign Dspr	Telephone Number	Foreign Radio Channel
K Tower (Btwn J Bridge & K Bridge)	Metro	Red Line	202-962-1652	N/A
Yard Master (Westside of Coach Yard)	CSX	BC Desk	410-368-5943	008, Tone 9

716-S1. USE OF TELEPHONES FOR EMPLOYEES INVOLVED IN MAIN TRACK AUTHORITIES AND MANDATORY DIRECTIVES

Radios must be the primary means of communication for obtaining or releasing main track authorities, copying mandatory directives, and conveying any information that could impact the safety of railroad operations. The use of telephones for these purposes is prohibited unless radio communication is not possible after a reasonable attempt has been made.

1) Before using a telephone for obtaining or releasing a main track authority, or copying a mandatory directive, the authorized employee must advise all crew members.

2) Immediately upon receiving or copying main track authorities or mandatory directives, the authorized employee must ensure accurate dissemination to all crew members and any other employees involved.

3) Before reporting clear or releasing a main track authority, the authorized employee must hold a job briefing to confirm that rolling equipment and personnel, along with any tools, machines, or other materials, are clear of the limits to be released.

716-S2. PERSONAL EMERGENCY COMMUNICATIONS

- T&E employees should instruct family members or emergency contacts to call CMS at 800-424-0217, Option 8.
- Non-T&E employees should provide family members or emergency contacts with the contact number for their appropriate supervisor.

716-S3. USE OF ELECTRONIC DEVICES

In the application of NORAC rule 716. under Part C, an employee may use a railroad-supplied electronic device operating the controls of a moving train or track car to reference a railroad rule, special instruction, timetable, or other directive.

716-S4. MOBILE DOCUMENT COMPLIANCE SYSTEM (MDCS)

1) **Employee Requirements**

(a) Employees are required to have their company-supplied iPad (Amtrak MDCS tablet with a synced version of the current rules in effect via the Comply365 App) in their possession while on duty and when attending required training.

(b) Employees must adhere to all applicable Amtrak and Host Railroad rules and Special Instructions regarding the use of railroad-supplied electronic devices. Questions regarding compliance should be directed to an immediate supervisor or an Operating Practices representative at OperatingPractices@amtrak.com.

2) **Required Documents**

(a) If a document is available in the Comply365 Application, employees are not required to carry the paper version of that document unless prescribed by other operating rules or instructions.

(b) Employees must carry all required paper versions of documents not available within the Comply365 Application.

(c) Employees must care for their device in accordance with Amtrak's Code of Ethics and Standards for Behavior.

3) **Authorized Use of MDCS Device**

Employees are prohibited from using the MDCS device for any purpose if that use would interfere with any employee's performance of safety-related or customer service-related duties.

4) **Comply 365 Application**

(a) Use of the Comply 365 application is an authorized business purpose when used to refer to a railroad rule, special instruction, timetable, or other directive.

(b) Use of any other application on the device for the conveyance of operational related documents is prohibited.

5) **Beginning of Tour of Duty**

At the beginning of each tour of duty (e.g., beginning of each trip, or each initial job briefing), employees must:

(a) Log into the Mobile Document Compliance System (Comply365) application, synchronize the application, and comply with all new content, prior to proceeding with operational activities.

(b) Ensure operating instructions have been properly synced.

6) **Email Communications & Other Company-Approved Applications**

Email functions or other company-approved applications of the device are permitted if such usage will not interfere with any employee's performance of safety-related duties and are directly related to the operation, safety, or security of the railroad.

7) **Device Battery & Accessories**

(a) Employees must ensure devices are sufficiently charged prior to their tour of duty.

(b) Charging of devices is permitted while on duty; however, employees remain responsible for ensuring the security of the device during this time.

8) **Clock, Time & Date Functions**

Employees must comply with operating rules and instructions pertaining to timekeeping and may not rely upon unauthorized devices to do so.

9) **Device Sharing**

In the event of a missing or failing device, it is permissible for employees to reference materials from another employees' MDCS device, provided they are of the same crew or workgroup and use their own personal login information.

This instruction does not relieve employees that are assigned a company supplied MDCS device from carrying it, as required.

10) **Technical Support**

Amtrak employees with hardware or software issues, access to the Comply365 system can reach the Amtrak Digital Technology helpdesk via the DT Self Service Portal, amtrak@service-now.com, or by phone at 1-800-772-4357.

803-S1. OPERATION OF SPECIALIZED MW EQUIPMENT

1) **Operation Under Train Rules**

The following specialized MW equipment is designed to reliably shunt track circuits. When the driver of this equipment is qualified on the operating rules and physical characteristics that apply to freight trains and is accompanied by a second employee who is qualified on operating rules (see Rule 94), the equipment may run under the operating rules that apply to freight trains, instead of the operating rules that apply to track cars.

If the driver lacks either of these qualifications or is not accompanied by a second employee qualified on operating rules, the Dispatcher must be notified, and the equipment operated under track car rules. This equipment must also operate under track car rules when operating on tracks where DCS Rules are in effect.

Whenever the specialized MW equipment listed below is run under the operating rules that apply to freight trains, the employee at the controls must communicate the following information via the road radio channel, for each wayside signal encountered: name of signal aspect, track number, location, and direction of movement.

(a) **MDZ:** A track geometry unit composed of 3 pieces coupled together - the 09-32 or 09-16 cat tamper, high-capacity ballast regulator, and dynamic track stabilizer. All 3 pieces must be coupled together to assure a positive shunt. If not coupled together, the Dispatcher must be notified, and the equipment operated under track car rules.

(b) **08-Unimat Switch Tamper**

(c) **09-4S Combo Tamper**

(d) **BMS:** A high-capacity ballast regulating and distributing machine. The BMS is designed to shunt with or without its conveyor or transfer car.

(e) **Catenary Maintenance Car:** An electric traction inspection and repair unit. If the Catenary Maintenance Car is coupled to its single-axle trailer car, the Dispatcher must be notified, and the equipment operated under track car rules.

(f) **MPMV:** The Multi-Purpose Maintenance Vehicle is composed of 2 pieces coupled together - a main power unit & the trailing control unit. If not coupled together (or

operated with ballast car coupled between power unit & control unit), the Dispatcher must be notified, and the equipment operated under track car rules.

(g) **MMU-1000:** The Mobile Maintenance Machine is composed of three cars coupled together - a main power unit, material car and a working car. All three pieces must be coupled together to assure a positive shunt. If not coupled together, the Dispatcher must be notified, and the equipment operated under track car rules.

2) **Maximum Speed of Equipment**

The maximum speed for the equipment specified in part “1” of this instruction is 50 MPH not exceeding freight train speeds when operating under train rules, and 30 MPH not exceeding freight train speeds when operating under track car rules.

3) **Performing Maintenance**

Where maintenance is performed by the equipment specified in part “1” of this instruction, a Form D must be issued in accordance with Rule 133. When operating under the direction of the Foreman in charge of the out-of-service track, the equipment may test over its own work area not exceeding 30 MPH, prepared to stop within one half the range of vision.

4) **Operation in Cab Signal System (CSS) Territory**

When the equipment specified in part “1” of this instruction is operating without a Form D on an in-service track in CSS territory, it must not pass a signal displaying Stop and Proceed or Restricting unless authorized by the Dispatcher. The Dispatcher must not authorize this equipment to pass a Stop and Proceed, Restricting, or Stop Signal until he has determined that the block is not occupied. EXCEPTION: The Dispatcher may authorize movement into an occupied block in an emergency, or when the equipment will enter a block occupied by stored equipment.

Because of potential cab signal code leakage through the equipment, SI 561-S1 will apply when a Unimat Switch Tamper, 09-4S Combo Tamper or Catenary Maintenance Car is operating as a single unit, the BMS is operating without its conveyor or transfer car, or the MPMV is operating as a train with its power unit and control unit coupled. Before operating in CSS territory, the driver must advise the Dispatcher or Operator of the equipment consist and remind the Dispatcher or Operator that SI 561-S1 applies.

Before operating in Rule 562 territory, where cab signals are used without fixed automatic block signals, the equipment specified in part “1” of this instruction must receive a signal displaying Rule 280a, Clear to Next Interlocking. If entering from a location where this signal cannot be displayed, the equipment must be operated under track car rules.

5) **Identification of Equipment**

When identifying the equipment specified in part “1” of this instruction by radio, telephone or Form D, employees must include the number of the leading piece of equipment.

803-S2. TRACK CAR AUTHORITY TO PASS STOP SIGNAL

Permission to pass a Stop Signal must not be issued to a track car via Form D Line 3 at either the initial or final interlocking listed on the Form D Line 2, or at any moveable bridge. Verbal permission (Rule 241) of the Dispatcher (or Operator when authorized by the Dispatcher) must be given at the aforementioned locations.

Note: This instruction also governs “additional Line 2” authorities.

803-S3. HIGH RAIL OPERATIONS

Once authority is received to operate on track equipment with high-rail gear, prior to setting on a Main Track the RWIC must apply an SSD on the authorized track and confirm a positive shunt with the Train Dispatcher. Upon confirmation, the SSD may be disconnected but must not be removed until equipment is set on the authorized track.

803-S4. TRACK CAR(S) AUTHORITY FOR MOVEMENT WITHIN INTERLOCKINGS

1) The RWIC of track car movements must contact and hold a job briefing with the dispatcher to identify the first piece number and any additional track car(s), type, and any restrictions for each piece of equipment before operating on the main track.

   The train dispatcher must record the information before displaying a signal or permission past a stop signal is authorized. In addition, the train dispatcher must specify the number of pieces of equipment authorized to pass the stop signal.

   Example: "Frm Andrews, TC 1234 plus 3 pass stop signal on No.2 Track at Adams and proceed east to No. 1 track, over"

2) A multiple-track car movement under the direction of one RWIC must operate as one unit. When a signal is displayed or the train dispatcher authorizes verbal permission for movement, the authorization is for all pieces within the workgroup. The train dispatcher must not remove blocking device protection for any portion of the affected route until the employee in charge of the equipment has reported all pieces clear.

807-S1. TRACK CARS PASSING A STOP SIGNAL

In addition to the requirement of NORAC Operating Rule 241 and applicable special instructions, before requesting permission past a stop signal, the RWIC must provide the dispatcher:

1) The leading piece identification number.

2) The number of additional track car(s) to follow.

3) Any restrictions that may apply to the equipment being moved.

The Dispatcher must transmit permission for track cars to pass a Stop Signal, and it must be repeated, in the following manner:
"Frm Andrews, TC 12345, plus 3 [if additional pieces are to follow], pass stop signal on No.2 Track at Adams and proceed east to No. 1 track, over".

807-S2. TRACK CARS OPERATING UNDER SIGNAL INDICATION

Track Car movements operating under signal indication more favorable than Stop and Proceed may proceed as though a Restricting Signal were displayed.

813-S1. MOVEMENT OF MULTIPLE TRACK CARS

The first paragraph of NORAC Rule 813 is revised as follows:
When multiple track cars are traveling under the same movement authority:

1) Prior to movement, the RWIC must:

(a) Discuss with all operators and any others involved in the movement:

- Equipment spacing requirements.
- Locations of all planned stops
- Any conditions that may reduce stopping effectiveness (eg. Speed, weather, equipment type, weight grades, etc.)

(b) Record discussed information, (in item a) above), on their job briefing form

(c) Precede or occupy the leading unit for the direction of travel throughout the entire movement.

2) The RWIC or a qualified pilot must occupy the lead track car or precede the move for the direction of travel.

3) Equipment operators must always regulate their speed to permit stopping within one-half the range of vision, short of equipment ahead, and at a minimum, maintain the following spacing between equipment (including any attachments, extensions, trailers etc.):

- When traveling: At least 200 feet.
- If necessary to pull close: 40 feet, not exceeding restricted speed.
- If speed is 5 MPH or less, maintain sufficient distance to prevent an accident.
- When working: At least 40 feet unless otherwise specified by the RWIC.

4) When traveling, all stops must be announced over the radio by the equipment initiating the stop and be confirmed by each following piece, including:

- Equipment Type
- Track Car position in group
- Stopping location

Example: "Amtrak Regulator, piece number three, coming to a stop at MP13.2, over." "Roger, Regulator, piece three coming to a stop at…"

5) A multiple-track car movement will operate as one unit. When a signal is displayed, or the train dispatcher authorizes verbal permission for movement, the authorization is for all pieces within the workgroup. The train dispatcher must not remove blocking device protection for any portion of the affected route until the employee in charge of the equipment has reported all pieces clear.

6) The RWIC of a multiple track car move, must report clear of interlockings and controlled points either by visual confirmation or by confirmation of another employee qualified on the physical characteristics occupying the last track car in the move.

813-S2. LIMITS COMPLIANCE AND COLLISION AVOIDANCE SYSTEM (LCCAS) OPERATION

1) Before taking charge of and operating a track car equipped with LCCAS, a qualified operator must ensure the system self-test is successfully completed. Tampering or altering, concealing, modifying, or using LCCAS in any manner not in accordance with the LCCAS Operator's Manual and as authorized by supervision, is prohibited.

2) All employees must comply with all operating rules and instructions in effect, whether LCCAS is operable and in use, unequipped, deactivated, or otherwise deemed failed, and the system may not be set to perform in a manner less restrictive than the operating rules will permit.

A component, feature, or system failure of LCCAS will be considered failed when:

- Camera(s) fail to operate as intended
- Audible alarm(s) or alerts fail to activate as designed
- Digital display fails to illuminate as designed
- Inaccurate or conflicting information is displayed, or an undesired response or failure of any feature of LCCAS to respond to existing conditions.
- If the LCCAS experiences a failure, the following action must be taken:
- If collision alerts or the video camera becomes inoperable, the failure must be immediately communicated and acknowledged between the Operator and RWIC via radio.
- The equipment operator must call out whole mileposts, interlocking names and/or control points via radio when operating with multiple units. The RWIC must acknowledge when such equipment is clear of interlockings and control points.
- All LCCAS failures must be reported to supervision and documented in the Roadway Maintenance Machine Log (NRPC Form 3184).

814-S1. DISPLAYING LIGHTS

Contractor equipment that includes an illuminated lighting tower may extinguish the headlights and leave the running lights on when stationary and working on-track. This Special Instruction does not supersede the requirement of having the headlight on high beam when moving on any track.

815-S1. RAIL GRINDING UNIT

The Rail Grinding Unit track car is authorized to operate at 50 MPH, not exceeding the maximum speed for freight trains.

815-S2. CATENARY MAINTENANCE CAR

The Catenary Maintenance Car may operate at 30 MPH when it is pulling its single-axle trailer car.

815-S3. TRACK STRUCTURE ASSESSMENT VEHICLE, AUTOMATED TRACK INSPECTION VEHICLE, NJT & CSXT TRACK GEOMETRY INSPECTION VEHICLE

The Track Structure Assessment Vehicle (TSAV, Amtrak A68402) and Automated Track Inspection Vehicle (ATIV, Amtrak A68335) are track geometry cars that may perform testing under Form D Lines 2 and 3 authority, in accordance with Track Car Rules 800 through 816.

Amtrak TSAV A68402 may operate governed by Train Type “C” speeds, not exceeding 50 MPH.

Unless otherwise restricted, TSAV & ATIV may operate not exceeding 20 MPH when diverting through switches and passing standing trains on adjacent tracks. TSAV & ATIV are not required to stop when being passed by trains on adjacent tracks.

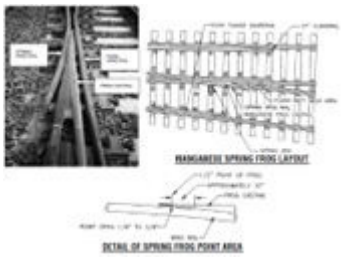
If operating under Form D Line 4, under the direction of Foreman in charge of out-of-service track, TSAV & ATIV may test not exceeding 30 MPH, prepared to stop within one half the range of vision (see SI 133-S1).

Note: New Jersey Transit's Track Geometry Inspection Vehicle (NJT-TGIV) and CSXT Track Geometry Inspection Cars (GRMS 1, GRMS 2) may operate on Amtrak property in the same manner as TSAV, except that they must not exceed the maximum freight train speeds.

815-S4. SPRING FROGS

Many main track hand operated and interlocked switches are equipped with spring frogs. Spring frogs contain, among other things, a fixed frog point, a moveable spring wing rail, a rigid wing rail, frog hold-down assemblies, and spring box. The frog makes use of a 27-foot guard rail (on the straight side). The spring frog design provides a continuous bearing surface for the wheel tread as it traverses through the frog point area.

Various Spring Frog Components



815-S5. BRANDT TRUCK TRACK CARS: MAXIMUM SPEED

Unless otherwise restricted, the following maximum speeds apply to the movement of Brandt Trucks:

Lite or when pulling equipment	20 MPH
When pushing/shoving equipment	10 MPH

815-S6. MAXIMUM SPEED EXCEPTIONS

In the application of NORAC rule 815, the following is added as an Exception to Specialized Equipment: EXCEPTIONS: The following “Specialized Equipment” is not required to be stopped while being passed by a train on an adjacent track:

1) Rail Heaters

900-S1. DISPATCHER

Where the Operating Rules and Special Instructions make reference to Dispatcher such references will apply to the Console Operator at the PSCC.

940-S1. AMTRAK CONDUCTORS & ASSISTANT CONDUCTORS- ENSURING PASSENGER SAFETY

1) **Crew Duties**

(a) **Receiving and Discharging Passengers at Station Stops**

Conductors must ensure that the train crew is appropriately positioned on the train and station platforms in order to assist passengers.

While in passenger service, Conductors and Assistant Conductors must frequently announce the destinations and names of station stops between and at each station stop. They must pay careful attention to the handling of passengers and not permit train movement until all passengers are safely detrained and onboard.

When trains are being moved under the direction of a Yard Conductor and passengers are onboard, Conductors and Assistant Conductors must station themselves accordingly and render necessary assistance to the Yard Conductor. Boarding or detraining must not occur until the train is stopped and it is safe to do so.

(b) **Door Operation**

During the job briefing, Conductors must designate themselves or another crew member responsible for door operation.

Upon arrival at a station, the designated employee must determine prior to keying-open all side doors, the correct doors intended to be opened are properly platformed. Prior to notifying the Engineer that the train is ready to depart, a designated employee must ensure all side doors are closed and take position at the rear-most platformed passenger car in service in order to take any necessary actions to ensure passenger safety.

Exceptions:

- On equipment where it is not possible to move the train if any door is open, the designated employee must visually verify from the platform that all side doors are closed before closing the local door.
- On equipment where all doors will not open, a designated employee must take position at the rear-most open door.
- This instruction does not apply to crews of High-Speed Trainsets (HST). HST crews are governed by SI 940-A1.

940-S2.

Reserved for Future Use

940-S3. WORK, WIRE, AND WRECK TRAIN CONDUCTORS

Work, wire, or wreck train conductors must contact the Assistant Chief Train Dispatcher to report their time on and off duty.

Before taking charge of equipment, conductors must provide the following:

1) Job symbol

2) Names of all crew members (first initial and surname)

3) Time on-duty

4) Location (from/to and work site location)

942-S1. POSITION OF CONDUCTOR ON ENGINE CONSIST

In the application of NORAC 942, the conductor of a freight train or engine move must occupy the head-end of the lead unit.
NORAC 942 does not apply during switching operations.

950-S1. ENGINEER TRAIN HANDLING CERTIFICATION FORM

Foreign railroad locomotive engineers qualifying on the physical characteristics of any portion of the Northeast Corridor will not be considered qualified on the physical characteristics and must not accept an assignment to operate over the territory involved, until after they have been certified on their train handling proficiency over the territory by a home road supervisor with engine service experience.

After a foreign railroad locomotive engineer qualifies on the physical characteristics of a portion of railroad, a home road Supervisor will complete form NRPC 3290.

The qualifying foreign railroad locomotive engineer must then present the form to a home Designated Supervisor of Locomotive Engineers (DSLE) who is qualified on the physical characteristics of the territory involved who **must ride** with the qualifying engineer while he they operate over the territory involved within 6 months of the date of qualification.

If the foreign railroad locomotive engineer is unable to have a home railroad supervisor certify him during this period, the engineer must requalify and obtain a new form. When the supervisor is satisfied with the foreign railroad locomotive engineer's train handling proficiency over this territory, they must complete and sign PART 2 of this form and forward it to the Amtrak System General Road Foreman's Office.

EXCEPTION: The 6-month requirement will not apply to engineer trainees during their OJT phase of training.

954-S1. AIR BRAKE TEST

At points where mechanical forces are employed and on duty, Amtrak Engineers will accept the inspection of the mechanical forces for the air brake test as specified in AMT-3. The Employee performing the air brake test will complete the Locomotive Initial Air Brake test section on the Locomotive Inspection Form.

954-S2. MECHANICAL HEAVY EQUIPMENT OPERATORS (HEO)/LARGE EQUIPMENT OPERATORS (LEO)/GROUND PERSON (GP)

1) **General Responsibilities**

   (a) HEO/LEO training must consist of the governing operating rules (contained in the Mechanical Department Policy (MDP) document), AMT-2 (in an electrified territory), AMT—3, radio and safety rules, yard bulletins, and special instructions.

   (b) HEO/LEO/GP must be qualified on the physical characteristics of the mechanical facility limits they operate over.

   (c) Any movement that consists of operating from other than the leading end, including the use of a railcar mover (e.g., Track mobile, Shuttle wagon, car mover), must have at least two qualified employees, with one acting as a Ground Person (GP).

2) **HEO (Heavy Equipment Operator)**

(a) HEO may operate lite or multiple lite locomotives without car(s) coupled to them, and only within the confines of a mechanical facility.

3) **LEO (Large Equipment Operator)**

(a) LEO may move equipment (cars or locomotives) with the use of a Trackmobile, Shuttlewagon, or railcar mover, singly or in multiples, only within the confines of a mechanical facility.

(b) LEO must successfully complete specific Trackmobile, Shuttlewagon, or rail car mover equipment training on all models available for use at the mechanical facility they will operate over.

(c) LEOs who are also qualified as HEOs must additionally complete the OJT: Initial Equipment Operation Evaluation for the equipment they will be utilizing.

4) **GP (Ground Person)**

(a) GP may assist with the movement of equipment limited in work scope to aligning switches and derails, directing the movement of equipment, uncoupling equipment, connecting & disconnecting air hoses, and connecting & disconnecting head end power (HEP)/480-vac if so trained.

5) **Hours of Service (HOS)**

(a) **Covered under HOS**

This special instruction does not cover HOS requirements for employees engaged in “installing, repairing, or maintaining train control systems.” Service time for hours-of-service calculations for employees performing covered service will begin at the employee’s start of shift time. All functions performed prior to performing covered service are considered “comingled service” for cumulative time on duty, and employees must comply with the requirements of SI Q-S2 (NEC) and System General Order.

1) Moving equipment from one track to another over a switch, or

2) Moving equipment on the same track not associated with repairs or servicing.

(b) **Not Covered under HOS**

1) Machinists, electricians, laborers, and similar occupations performing maintenance functions on the equipment that are not associated with the duties of moving equipment.

2) Moving equipment on the same track for the purpose of repositioning equipment for repair.

981-S1. YARDMASTER AUTHORITY AND RESPONSIBILITIES

- Yardmaster training must consist of governing operating rules (NORAC) for the rules area they serve, as well as AMT-2 (in electrified territory), AMT-3 (as applicable), radio and safety rules.
- Yardmasters working in electrified territory must be able to complete and issue Plate Orders (AMT-2).
- Yardmasters must be qualified on the physical characteristics of the Yard(s) they oversee.

- Yardmasters must be effective communicators and knowledgably coordinate operations with crews, work gangs, train dispatchers, train directors and operators, mechanical facility employees, customer service employees, CNOC, fuel operations, food service vendors and other contractors and employees, when applicable.
- Yardmasters must understand the associated rules and uses of office equipment, radios, telephones, computers and any other electronics or communication devices.
- Yardmasters must read, enforce and execute information associated with or contained within Yard Bulletins, Operating Rules and Special Instructions under their jurisdiction.

981-S2. ABSENSE OF YARDMASTER

Where a Yardmaster is assigned but is absent or otherwise unavailable, employees requiring permission for movement or track work must contact the terminal superintendent or designee for instructions. Where yardmasters are not assigned, employees will be governed by the Yard Bulletin and Special Instructions in effect for that location.

When power clearances require issuance of a Plate Order or when track work is to take place within yards where a yardmaster is not assigned, the local Yard Bulletin and Special Instructions will govern and describe how the track(s) will be protected. Unless otherwise prescribed, the “master” yard plate, restricting all AC movement into the yard, will be protected by the train dispatcher at the last point(s) of entry from controlled track territory. The employee named by Yard Bulletin or Special Instruction for that location will ensure that all pantographs are properly secured and tagged “DO NOT OPERATE” within yard limits before the master plate is placed into effect

HIGH SPEED TRAINSET & HHP-8 OPERATION

Special Instructions pertaining to the operation of High Speed Trainsets & HHP8 Operations.

F-A1. FIRE SUPPRESSION SYSTEM ON HST's & HHP-8's

HST's and HHP-8's are equipped with an automatic fire suppression system. In the event of a fire in the central block (engine room), an alarm will sound in the operating cab. A “Fire Detected” indication will appear on the POD screen, and a “Fire Detected” indication will also appear in the alarm section of the MFD-1 screen. On HST's, the specific power car that caused the alarm will be identified. Maximum propulsion speed is then limited to 20 MPH. If no action is taken, automatic fire suppression occurs after 2 minutes (FE-13 chemical discharges into the central block), and power car or locomotive becomes inoperable.

To silence alarm, press F7 or F8 key on MFD-1. If train is inside a tunnel at the time of alarm, and conditions warrant, “FIRE SUPP INHIBIT” button on leading power car or HHP-8 locomotive should be pressed to inhibit loss of propulsion power, so that train may clear tunnel (see HST note below). This button is located on the rear cab wall switch panel.

After clearing tunnel, if it is ascertained that there is a fire condition, the fire suppression system must be manually activated by pressing “FIRE SUPP ACTIVATION” button on the rear cab wall switch panel. On an HST, this button must be activated on the power car on which the fire condition exists.

HST Note: On HST's, if alarm is triggered by rear power car, the fire suppression system cannot be inhibited from the leading power car, since the “FIRE SUPP INHIBIT” button is not a trainlined function. Main circuit breaker will open on trailing power car if system is not inhibited from that power car.

20-A1. BELL ON HHP-8 ENGINES & HST's

In yards and stations, Engineers on HHP-8 engines and HST's must avoid using the horn activation switch to activate the continuous bell feature, except when the use of the horn is also required. The bell activation switch on this equipment will activate the bell continuously until the switch is pressed again.

21-A1. HST COMMUNICATING SIGNAL APPLIANCE

HST's are not equipped with a communicating signal appliance. Conductors must use proper radio voice communication or hand signals to authorize the Engineer to proceed. (The intercom function of the PA system may be used as a back-up means of communication.)

34-A1. STATION STOP MARKERS FOR ACELA EXPRESS TRAINS

Acela Express (HST) Station Stop Markers are installed in various stations throughout the NEC. The marker is a black sign with a white reflectorized “E.” Unless otherwise instructed by the Dispatcher, Acela Express trains must stop the cab’s side window adjacent to the letter “E”. During their job briefings, Conductors and Engineers must discuss train stop locations for stations where “E” signs are not installed, in order to best accommodate passenger boarding and detraining.

“E” signs in service

Station	Track(s)	Movement Direction(s)	Notes
Baltimore	4, 6, 7	Northward & Southward	...
Wilmington	2-3	Northward & Southward	...
Philadelphia	3-6	Northward & Southward	...
Metro Park	1 & 4	Eastward	2
Newark, NJ	A, 1-4	Eastward & Westward	3
New London	1-2	Eastward & Westward	1
Providence	1-2	Eastward & Westward	...
Route 128	1-2	Eastward & Westward	...
Back Bay	1	Westward	...
New York (Penn Station)	7-16	Eastward & Westward	…..
Note 1: When first class car is on head end, first “E” must be used. When first class car is on rear, second “E” must be used.			
Note 2: Eastward “E” sign in service on Track 1. Westward “E” sign in service on Track 4.			
Note 3: Eastward “E” signs in service on Tracks A, 1, and 2. Westward “E” signs in service on Tracks 3 and 4.			

34-A2. NEW LONDON: BRIDGE PLATES FOR HST STOPS

Train crews of HST's making station stop at New London must use bridge plates on high level platform when assisting passengers getting on or off trainsets. After use, bridge plates must be properly stored and secured.

37-A1. ENGINES & EQUIPMENT: MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED

HIGH SPEED TRAINSET (HST) CARS	Speed
2000-2039 (power cars), 3200-3219, 3300-3319, 3400-3419, 3500-3559, & Instrumented Car 10003	150
With deflated air springs	90
With over inflated air springs: Non-diverting routes Diverting routes	 30 15
HST Power Cars 2000-2039 with shroud raised on: Leading Power Car Trailing Power Car	 50 125
HST towed with shroud raised	125
HST operating without either a 3200 or 3400 series car (or the instrumented car 10003) adjacent to each powercar	125
HST Power Cars 2000-2039, Lite	50
HST Power Cars 2000-2039, Multiple Lite	50

41-A1. TILT SYSTEM OPERATION ON HST's

1) **Manually Disabling Tilt in Snowy Conditions:**

When snowfall which can become packed in HST undercarriage areas accumulates on the right of way, it may become necessary to disable the HST's tilt system to avoid damage to tilt system components. When such conditions are determined to exist, Conductor/Engineer will receive verbal instructions to manually disable the HST tilt system in accordance with this instruction (SI 41-A1, paragraph 1). These instructions will generally be delivered when inquiring about Form D's or other instructions as per SI 165-S1 but may also be delivered by the Dispatcher when enroute, should conditions require.

- When instructed to manually disable tilt as per this instruction, Engineers must manually disable the HST tilt system on the lead power car by positioning the “Tilting Switch” to the “Disable” position.
- Engineers must note this condition on the MAP-100 as “Tilt disabled per SI 41-A1 para. 1”.
- Once tilt has been disabled in accordance with this instruction, it must remain disabled until the train reaches its final terminal.

2) **“Tilting Fault” Alarm**

In the event of tilt system failure due to a “Tilting Fault” alarm, the following instructions and reduced speeds apply. The Engineer must inform the Conductor and Dispatcher of the tilt system failure as soon as possible, specifying the type of failure, car number and truck (“A” or “B”).

- **“Tilting Fault” Alarm:** Train Type “B” speeds will govern.

  Note: Operation at Train Type “B” Speeds: When an HST is required to operate at Train Type “B” speeds as outlined above, its maximum speed is not capped at 125 MPH; The Train Type “B” maximum speeds and speed restrictions that are listed in Special Instructions 37-B1, 37-N1 and 37-P1 will govern. On the NHB and NYP Lines, there are a number of locations where Train Type “B” speeds exceed 125 MPH.

41-A2. SIDE MIRRORS: HST POWER CARS & HHP-8 LOCOMOTIVES

Due to the potential for mirrors to foul the adjacent track, side mirrors on HST power cars and HHP-8 locomotives may be extended only when **(1)** operating on yard tracks at speeds less than 15 MPH, **(2)** standing in a station and mirror is extended only on platform side of train, **(3)** wide track centers exist on the affected side of the train, or **(4)** protection on the adjacent track has been provided by the Dispatcher.

Auto-Retraction Feature: When changing ends or taking charge of equipment (such as when operating into an HST Trainwash facility), crews operating HST's and HHP-8 locomotives must ensure that side mirrors on leading and trailing cabs are manually closed prior to movement. Auto-retraction feature must not be depended upon to close side mirrors.

NOTE: Mirrors must not be extended:

- When in tunnels, unless train is standing.
- When operating through car washers.

41-A3. HST STATION STOPS; PROPER USE OF HST PORTABLE FOLDING STEPS

Station Stops: HST's must use high level station platforms to receive or discharge passengers. When unforeseen circumstances require that HST's receive or discharge passengers at a location other than a high-level platform, HST portable folding steps must be used. These steps are stored on the end cars adjacent to the power cars, in a compartment under the vestibule.

Portable Steps: When HST portable folding steps are deployed, they will foul the adjacent track at most locations. Therefore, whenever necessary to deploy portable steps, the crew must first contact the Dispatcher and obtain a hold on the track to be fouled. If necessary to operate a rescue train on the track fouled by these steps, the Dispatcher must issue the following Form D line 13 to the rescue train: “Approach disabled train located at (disabled train location) on track (track on which disabled train is standing) prepared to stop short of portable steps fouling track (track to be fouled by portable steps)”

47-A1. ELECTRICAL OPERATION AT HSR FACILITIES

1) **Entrance Door Catenary Buffer Zone** - Prior to entering an HSR Servicing Facility, permission must be obtained from a Supervisor on the ground. Before granting permission for a train with raised pantographs to proceed into the building, Supervisors must ascertain that the entrance door catenary buffer zone on the track to be used is energized. The red and green indicator lights do not convey the status of the entrance door catenary buffer zone.

2)

Catenary Status Indicator Lights - HSR Servicing Facilities are equipped with red & green lights to indicate status of catenary within the Facility. A red light indicates catenary within the Facility is energized. A green light indicates catenary within the Facility is not energized and electric engines with pantograph raised must not enter the Facility. If both indicators are dark, an M of E foreman must be contacted to ascertain that catenary is energized before attempting movement into the facility with pantograph raised.

47-A2. HST SINGLE POWER CAR OPERATION

When snow, sleet or mechanical conditions require single power car operation, the Engineer will be directed by the Train Dispatcher to operate with a single power car, with one pantograph raised. When so directed, the Engineer must follow the single power car operation and setup instructions contained in the System General Road Foreman Notices.

72-A1. HST: DEFECTIVE CONDITIONS REQUIRING 125 MPH MAXIMUM SPEED

If any of the following systems are inoperative or bypassed on an HST, the HST must not exceed 125 MPH, and the Dispatcher must be promptly notified:

1) The Integrated Truck Surveillance Unit (ITSU) on any power car or coach, which includes:

   (a) The truck hunting accelerometer sensor on HST power cars and coaches.

   - This apparatus must be in service before the HST leaves its initial terminal, which is noted on the MAP 100 form.
   - If an accelerometer sensor fails en route, HST's in turn around service may continue to the equipment's end point, not exceeding 125 MPH (see SI 72-A5).
   - When taking charge of equipment at any terminal other than the original passenger terminal (as noted on MAP 100 & MAP 101), the Engineer must notify the Conductor & Dispatcher of inoperative accelerometer sensor (status displayed on MFD-1 screen) and 125 MPH maximum speed.

   (b) * The on-board hot bearing detection on any power car or coach (see SI 72-A3).

2) * The alertor on the leading power car.

3) * Both the POD (Primary Operating Display) and the MFD-1 (Multi-Function Display) screen in the cab of the leading power car.

4) The fire detection system on either power car.

5) The door status display in the cab of the leading power car.

Note: Devices marked with an asterisk (*) must be in service before the HST leaves its original passenger terminal or turnaround location. See Rule 123 for additional instructions on movement with a defective alertor. See Rule 22 for additional instructions on movement with a defective headlight.

72-A2. USE OF TEMPILSTIK

High Speed Trainset coaches and power cars, and HHP-8 engines are equipped with **outboard** journal bearings. When necessary to check an HST coach or power car or HHP-8 engine for an overheated

journal bearing, a Tempilstik must be applied in accordance with AMT-3 Rule 1.4 and to the top of the journal bearing case, where it passes through the truck frame.

72-A3. HIGH SPEED TRAINSET: ON-BOARD HOT BEARING DETECTION SYSTEM

Each High-Speed Trainset (HST) power car and coach is equipped with an **Integrated Truck Surveillance Unit (ITSU),** which is designed to warn the crew if the system detects an overheated journal bearing, or a system fault. The system operates with the following components:

- Journal bearing temperature sensors that are mounted on each of the car's bearings and connected by cables to each car's ITSU.
- Trainline connection to enable the leading HST power car to indicate when a hot bearing or problem with an ITSU is detected.
- The ITSU control panel that is located near the bottom of electric locker No. 1 in both the HST power cars and coaches.

Hot Journal Alarm: When a temperature sensor detects an abnormal journal bearing temperature (212° F), ITSU triggers a "Hot Journal Alarm."

Bearing Sensor Fault Alarm: When ITSU detects a defect in one of the journal bearing sensors, it triggers a "Brg Sensor Fault Alarm." The specific bearing sensor location and vehicle number that triggered the alarm will be displayed in the alarm box of the MFD-1 screen, for example: *"BEARING SENSOR FAULT L1 3319."* When either of the above alarms is triggered, the appropriate ITSU front panel indicator illuminates, the "Onboard Failure" trainline becomes energized, and the "ONBOARD FAILURE" indicator on the Engineer's overhead switch panel activates. A "HOT BEARING" alarm will appear on the POD (Primary Operating Display). The train's movement is then restricted to 20 MPH.

When the "HOT BEARING" alarm activates, the following actions must be taken:

1) Stop the train as soon as safe handling will permit.

2) The Engineer must determine car and bearing location which caused the "HOT BEARING" alarm by checking the alarm section of MFD-1 (Multifunction Display 1) for specific information regarding car number and bearing location. The Train Crew can also check the MFDB screen in the Crew Café car, by accessing the main page in the alarm section to obtain specific information regarding car number and bearing location.

3) Take the specific actions listed below, based on the alarm type:

A **HOT BEARING ALARM (Flashing Red LED):**

1) Crew must determine from the MFD screens or the ITSU panel which car and bearing caused the "Onboard Failure" alarm. A member of the crew must check the suspected overheated bearing with a Tempilstik per AMT-3 Rule 1.4.

2) Notify the Dispatcher and the Engineer of the results of any inspections, and record ITSU hot journal bearing alarm (flashing red LED) information using form MAP 21A (coach) or form MAP 100 (power car).

3) If a hot bearing is found, Dispatcher will provide instructions for transferring passengers and moving train to repair location.

4) If no hot bearing is found, cutout the system using the cutout switch on the ITSU panel. Proceed not exceeding 80 MPH to a location where mechanical forces are available to inspect car.

5) If at the mechanical inspection location, mechanical forces determine there are no hot bearings, the train may proceed not exceeding 125 MPH as specified in SI 72-A1 to its

final terminal, regardless of whether or not the same ITSU hot journal bearing alarm (flashing red LED) remains or activates again. (NOTE: Wayside detector actuations must continue to be handled in accordance with applicable instructions). When an ITSU hot journal bearing alarm occurs before a crew change location, the incoming crew must be advised of any alarm light that remains illuminated, any speed restriction that is in effect, and whether a mechanical inspection is required. If the outgoing crew cannot personally give this information to the incoming crew, they must ask the Dispatcher to relay it.

B **SENSOR FAILURE ALARM (Flashing Yellow LED):**

1) If a "Sensor Failure Alarm" caused the "Onboard Failure" indicator to activate, determine from the MFD screens or the ITSU panel which car and bearing sensor caused the "Onboard Failure" alarm.

2) Bypass the defective sensor by pressing the self-test and lamp test buttons simultaneously. The sensor failure indicator should change from flashing to steady illumination, and the local alarm acknowledgment indicator will be illuminated. Proceed at NORMAL SPEED to the train's final terminal.

3) If pressing the self-test and lamp buttons simultaneously fails to bypass the defective detector or the defective sensor failure alarm occurs a second time, the system must be cut out using the cut out switch on the ITSU panel, and the train may proceed not exceeding 125 MPH as specified in SI 72-A1 to its final terminal.

4) Notify the Dispatcher and the Engineer of the sensor failure alarm (flashing yellow LED), and record it on Form MAP21A (coach), or MAP 100 (power car).

ADDITIONAL ITSU INFORMATION:

ITSU Hot Bearing Indicator Lights:

- **Green** = Normal Operation
- **Flashing Red** = Alarm
- **Flashing Amber** = Sensor Failure
- **Steady Amber** = Sensor Bypassed

Other ITSU System Lights:

- An amber “Alarm Sensor” light indicates sensor failure
- A red “System” light indicates system failure
- The green CIN (Car Internal Network) “Active” and red “Unconfigured” lights indicate the status of the car’s internal network
- The System “Power”, “Ready”, and “Failure” lights indicate ITSU system status
- “Local Alarm Acknowledgment” light indicates if any system sensor has been bypassed

Bypassing Defective Sensor:

To bypass a defective sensor, press simultaneously on the ITSU Self-Test and Lamp Test buttons. In case of multiple sensor failures, one activation of the degraded mode bypasses each defective sensor of the affected ITSU subsystem(s).

Cutting Out ITSU:

To cut out the ITSU, use the sealed CUTOUT switch. If the ITSU sealed CUTOUT switch fails, use the ONBOARD TL switch (cab rear wall switch panel) to recover train operation. (See SI 72-A1 regarding operation with ITSU cut out.)

72-A4. HHP-8/HHPc NPCU & LOCOMOTIVE: ON-BOARD HOT BEARING DETECTION SYSTEM

Each HHP-8/HHPc NPCU & locomotive is equipped with an **Integrated Truck Surveillance Unit (ITSU)**, which is designed to warn the Engineer if the system detects an overheated locomotive journal bearing, or a system fault. (On the HHP-8/HHPc, ITSU monitors only the locomotive; coaches equipped with on-board hot bearing detection are trainlined to the HHP-8's computer alarm screens but are not connected to ITSU.) The system operates with the following components:

- Journal bearing temperature sensors that are mounted on each of the locomotive's bearings and connected by cables to the ITSU.
- On coaches that are so equipped, journal bearing temperature sensors that are mounted on each of the coach's bearings and connected by cables to the HHP-8/HHPc's on-board computer system, and its various display screens.
- The ITSU control panel that is located in the “R” end equipment room, Engineer's side, near the bottom of electric locker No. 1.

Hot Journal Alarm: When a temperature sensor detects an abnormal locomotive journal bearing temperature (212° F), ITSU triggers a “Hot Journal Alarm.”

Bearing Sensor Fault Alarm: When ITSU detects a defect in one of the locomotive journal bearing sensors, it triggers a “Brg Sensor Fault Alarm.” The specific bearing location and locomotive number that triggered the alarm will be displayed in the alarm box of the MFD-1 screen, for example: *“HOT JOURNAL L1 651.”*

When either of the above alarms is triggered, the “ONBOARD FAILURE” indicator on the Engineer’s overhead switch panel will activate. The train’s movement is then restricted to 20 MPH.

If a locomotive bearing triggered the alarm, the appropriate ITSU front panel indicator will illuminate, and a “HOT BEARING” alarm will appear on the POD (Primary Operating Display). The specific bearing location and locomotive number that triggered the alarm will be displayed in the alarm box of the MFD-1 screen, for example: “HOT JOURNAL L1 651.” If a coach bearing triggered the alarm, a “COACH HOT JOURNAL” warning will appear in the alarm box of MFD-1. Engineer must notify Conductor to check coach on-board hot bearing detector panels to determine which coach activated the alarm.

When the “HOT BEARING” or “COACH HOT JOURNAL” alarm activates, the following actions must be taken:

1) Stop the train as soon as safe handling will permit.

2) A member of the crew must check the suspected overheated bearing with a 212E F or 219E F Tempilstik. On locomotive, Tempilstik must be applied to the top of the journal bearing case where it passes through the truck frame.

3) Notify the Dispatcher and the Engineer of the results of any inspections, and record ITSU hot journal bearing alarm (flashing red LED) information on form MAP 100.

4) If a hot bearing is found, Dispatcher will provide instructions for transferring passengers and moving train to repair location.

IF NO HOT BEARING IS FOUND:

1) For alarms caused by a coach bearing, follow applicable instructions published in AMT-3, Air Brake, equipment and Train Handling Rules and Instructions.

2) For alarms caused by locomotive bearing, or locomotive bearing sensor failure, follow the procedures contained in Special Instruction 72-A3, item A (4) through item B (5).

72-A5. TRUCK HUNTING ON HIGH-SPEED TRAINSETS AND HHP-8 ENGINES: ITSU OPERATION

High Speed Trainsets (HST) and HHP-8 engines are equipped with an Integrated Truck Surveillance Unit (ITSU) that monitors the equipment for truck hunting.

The truck hunting apparatus must be in operative condition when departing the original passenger terminal, which is noted on the MAP 100. However, trains that experience an en route failure of the truck hunting apparatus when operating in turnaround service may continue to the equipment's end point not exceeding 125 MPH. When taking charge of equipment at any terminal other than the original passenger terminal (as noted on MAP 100), the Engineer must notify the Conductor & Dispatcher of inoperative accelerometer sensor (status displayed on MFD-1 screen) and (for HST's) 125 MPH maximum speed.

When an ITSU truck hunting alarm occurs, the Engineer must:

1) Immediately reduce train speed in 5 MPH increments until the alarm has ceased. Once the alarm has ceased, the Engineer may attempt to resume Normal Speed, unless the alarm continues to sound when a higher speed is attempted.

2) In the event that alarm does not cease upon reduction in train speed, a full stop may succeed in clearing alarm.

3) If the actions in steps 1 & 2 above do not clear the truck hunting alarm, bypass accelerometer sensor by pressing the Self-Test and Lamp Test buttons simultaneously. [Refer to section (B) of SI 72-A3 for additional ITSU information.] Engineer must note on MAP 100 the vehicle and truck on which the ITSU accelerometer sensor has been bypassed.

4) **Once accelerometer sensor has been bypassed, train must not exceed 125 MPH.**

5) Promptly notify the Dispatcher of the:

   (a) Mile Post location where the truck hunting alarm occurred.

   (b) Speed at time of the alarm.

   (c) Time of the alarm.

   (d) Unit on which the alarm occurred. (ITSU system on HST monitors all cars)

   AND

   (e) Accelerometer sensor bypass status - if bypassed, note 125 MPH maximum speed.

   The Dispatcher must report this information to the CNOC Power Desk, so that arrangements can be made to have the equipment inspected.

   When an ITSU truck hunting alarm occurs under the conditions described below, the Dispatcher must issue a 30 MPH speed restriction on the affected track at the affected location, until an inspection has been performed by the Track Department:

1) An HST experiences a truck hunting alarm on 3 or more cars of its trainset at a single location.

   OR

2) Consecutive HST or HHP-8 locomotive movements experience a truck hunting alarm at the same location (e.g., 2 consecutive HST's, an HST followed by an HHP-8 locomotive, etc.).

116-A1. MOVEMENT OF LITE HST POWER CARS

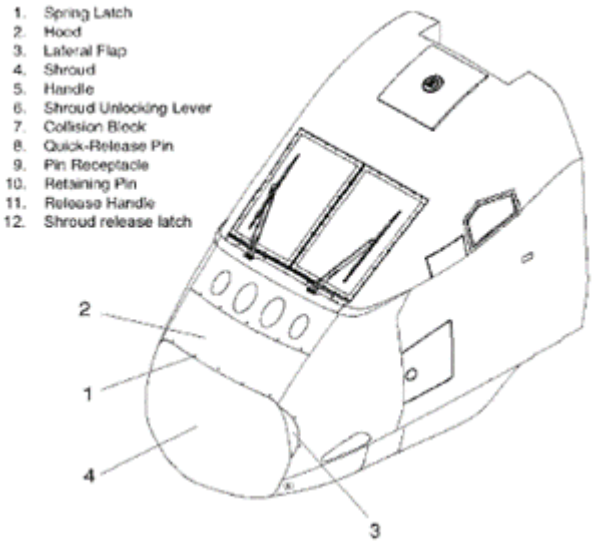
When an HST power car is operated lite from other than the leading end, crew members must take action to properly control the movement. When switching, movement must be preceded by a crew member, due to the following factors:

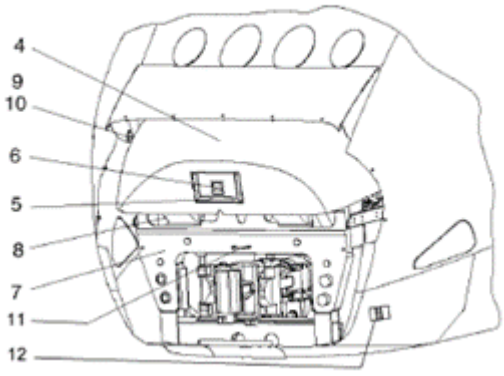
1) There are no sill steps or end / side handholds on the rear of HST power cars, therefore employees cannot control movement by riding rear of power car.

2) Back up hoses are incompatible with the quick disconnect fitting on HST brake pipe, and therefore cannot be used to control movement.

137-A1. HST & HHP-8 BRAKE RELEASE - RESCUE TOWING & EMERGENCY TUNNEL EVACUATION

1) **HST's** - Should it become necessary to tow a High-Speed Trainset (HST), the power car shroud must first be raised to enable access to the coupler. The following steps and accompanying diagrams explain how to raise the power car shroud. Use the diagram key number shown in parentheses () for assistance in locating the various shroud components. Safety glasses and gloves must be worn while performing the following tasks. A long-handled Allen wrench is stored in the power car emergency supply locker and must be used to open the power car shroud.





(a) Using the long handled allen wrench, loosen the 2 allen fasteners (: turn) on each lateral flap (#3) on each side of the train. Push the lateral flaps in until they latch.

(b) Using the allen wrench, loosen the 5-spring latch Allen fasteners (#1) on the hood: turn. Since the hood is spring loaded, it may need to be held down until all of the allen fasteners are loosened.

(c) Release safety latches (#12) on left & right sides.

(d) When the hood is open, squat down and lift the handle on the shroud (#5). Lift the shroud to its balance point. Reposition yourself. If required, have another crew member assist, and then lift the shroud all the way open. (Shroud has springs on each side.)

(e) Shroud must now be manually locked open with quick release pins on each side (#8). Pins must be inserted in holes provided after being removed from storage position.

(f) Hood must now be manually locked open with retaining pins on each side (#10). Pins must be inserted in holes provided after being removed from storage position.

(g) Prepare brake pipe and main reservoir hoses for coupling. There is a plate under the coupler head that may be removed to improve accessibility to the angle cock and main reservoir cock. Remove hoses from glad hand holders.

(h) The HST is equipped with a self-centering coupler that always remains centered and cannot be moved laterally for coupling. Therefore, the rescue engine's coupler must be aligned with the HST coupler. Leaving the knuckle closed on the power car is the best method. However, if necessary, you may open the knuckle on the HST. Remove the coupler assembly from the front of the power car breast plate and insert the coupler assembly in the rotary lock lift. Then lift on the coupler assembly to open the knuckle.

(i) When rescue engine is coupled, speed must not exceed 2 MPH to avoid damaging the coupler shear pins. Ensure rescue engine is stretched. Also ensure that Engineer has cut out the emergency magnet valve (located on the engineer's side of the power car, at the rear) on both power cars, to avoid undesired emergency application in the event of low battery voltage. Couple brake pipe and main reservoir hoses. (Both main reservoir and brake pipe hoses must be coupled, as this will assist in releasing parking brakes.) Open brake pipe angle cock and main reservoir cock. Turn HEP switch to OFF. Check MFD-2 to ensure that HEP output is off. Lower pantographs on HST and move pantograph selectors to OFF on both power cars.

(j) Connect 480-volt cables on right side. Only 2 cables are required. After rescue engine 480-volt output breaker is closed, HEP will be supplied to the train. CAUTION: HEP must only be provided from 1 source!

(k) When performing the brake test, check the train brake & parking brake status on MFD-2 using the friction brake status screen, in addition to a visual inspection of trailing power car.

IN CASE OF DIFFICULTY IN RELEASING BRAKES:

(l) If brakes cannot be released on one or more trucks due to braking system defect, trucks may be cut out on individual coaches by using the truck cut out cock inside each car, which is located inside the cabinet behind the emergency brake valve. On power cars, the truck cut out cocks are located on the outside wall of the equipment room.

(m) The procedure in the next paragraph should only be used if all other means of moving the HST have failed. Under the conditions outlined below, the HST has no brakes or parking brakes. Therefore, it is imperative that the coupling is stretched prior to brakes being cut out in the manner described.

When a High-Speed Trainset experiences an air brake system malfunction which prevents train movement, after helper train or locomotive has been coupled to HST, brakes may be released on the HST cars using the “No Brake” switch on each car. Power Cars must have brakes released manually with truck cutouts inside car body

and parking brake cutout on air brake rack. Train can then be checked for brakes released on MFD-2. Train should then proceed not exceeding 10 MPH to a safe location where brakes can be cut back in.

(n) When the rescue engine is uncoupled the HST Power Car shroud must be lowered and locked in position tightening the Allen screws with the Allen wrench. If it is not possible to lower the front shroud crew must ensure that locking pins are inserted in the holes provided to prevent movement of hood and shroud. Speed is restricted (see SI 37-S5) until the shroud is lowered and secured in the down position.

2) **HHP-8 Locomotives -** Should it become necessary to tow an HHP-8 powered train, the following instructions must be observed.

(a) When coupling to HHP-8, both main reservoir and brake pipe hoses must be coupled. This will assist in releasing parking brake on HHP-8.

(b) Emergency magnet valve (located on “F” end, Engineer's side, in equipment room under emergency valve on air brake rack) must be opened, to avoid undesired emergency application in the event of low battery voltage.

(c) If brakes cannot be released on HHP-8 trucks, trucks may be cut out using the truck cut out cocks located on the outside wall of the equipment room, and parking brake cutout on air brake rack.

940-A1. HST SIDE DOOR OPERATION

1) **Engineer’s “Doors Closed and Locked” Switch** - HST’s are equipped with a sealed “Doors Closed and Locked” switch that is located on the Engineer's right switch panel. When in the “Normal” position, traction power cannot be developed when any HST side door indicates as not being fully closed. Once placed in the “Bypass” position, the HST can develop traction power when one or more side doors indicate as not being fully closed. Therefore, the Engineer must not place this switch in the “Bypass” position without permission of the Conductor.

2) **Door Control Station Operation** - During the job briefing, the Conductor must designate himself or another crew member as responsible for door operation. When the Conductor or other designated crew member activates a Door Control Station in order to operate HST side doors, all other Door Control Stations in the train are automatically disabled. The Door Control Station cannot be activated until the train has come to a complete stop. After stopping, the Door Control Station (DCS) can be activated by inserting a coach key into the “DCS” key switch in the lower left-hand corner of the Door Control Station panel and turning the key counterclockwise to the “ON” position. You can determine when the Door Control Station has become active, because the “DCS ACTIVE” indicator light near the top of the panel will illuminate. To deactivate the Door Control Station, the coach key is turned to the vertical “OFF” position and removed.

NOTE: Due to the design of the “DCS” key switch, it is possible to remove your key without actually turning the key switch completely to the “OFF” position. This leaves the Door Control Station in the active mode (“DCS ACTIVE” light illuminated), thereby preventing all other Door Control Stations in the train from functioning. In order to avoid the delay associated with attempting to find a Door Control Station that was accidentally left active, always check to be sure the “DCS ACTIVE” indicator light has gone out after removing your key from the “DCS” key switch.

3) **Arriving at Stations -**

(a) **Prior to Arrival:** When practical, Conductor or other crew member designated by the Conductor should try to position themselves at the Door Control Station that will be

closest to the main stairway or corridor used by passengers at that station. After train has stopped, Conductor or designated crew member will take control of all side doors by activating his or her Door Control Station (place the “DCS” key switch in “ON” position). No other crew member should operate a Door Control Station unless directed to do so by the Conductor.

(b) **Opening Doors:** Conductor or another designated employee must open the Local door first. Only after the Local door has completely opened can forward and rearward doors be opened by depressing the forward and rearward Open buttons. Since this door open process involves a slight delay, crew members may wish to inform their passengers via the P.A. system: “Please wait, the doors will open momentarily.”

4) **Departing Stations -** The following platform observation requirements apply to the HST, in lieu of the procedure in Special Instruction 940-S1:

(a) **Door Closing Sequence:** Forward and rearward doors must be closed first. Forward and rearward Close buttons must be pressed simultaneously, or within 2 second of each other, in order to close both sets of doors simultaneously. If more than 2 second elapses between activation of forward and rearward close buttons, only one set of doors will close, and the other set of doors will not respond to Close button commands until the verbal announcement has completed. After instructions in paragraph “B” below are complied with, Local door can be closed.

(b) **Checking Doors from Platform:** After the crew signals the Conductor that it is OK to proceed, the Conductor will key all forward and rearward doors closed from his or her location, visually verify from the platform that all doors are closed properly, close the Local door, and then signal the Engineer to proceed.

5) **Door Malfunction -** If a door malfunction prevents traction power from being developed, the Conductor must notify the Engineer to place the “Doors Closed and Locked” switch in the “Bypass” position. If train is moving when Engineer loses “Doors Closed & Locked” indication, Engineer must communicate with Conductor, and crew must inspect indicated door to ensure it is closed before authorizing Engineer to place “Doors Closed and Locked” switch in the “Bypass” position. The Engineer must notify the Dispatcher when the “Doors Closed and Locked” switch is placed in the “Bypass” position, and again when the “Doors Closed and Locked” switch is restored to the “Normal” position.

If the malfunctioning door is not closing, it must be secured in the closed position prior to movement. The train will then use the procedure outlined in paragraph

4(b) above when departing each station. Once underway, the crew can attempt to clear the door malfunction, or manually secure the door if malfunction cannot be corrected. Status of the malfunctioning door can be verified from the MFD screen in the Café Car crew office. If the malfunction has been cleared, the Engineer must be notified to place the “Doors Closed and Locked” switch in the “Normal” position. If traction power is lost, Engineer must again be notified to place “Doors Closed and Locked” switch in the “Bypass” position, and door problem diagnosed at the next station stop.

If, after closing all doors at the next station stop, the door continues to malfunction (preventing traction power from being developed), crew members must manually secure the door, then use the associated Door Control Station to bypass the door by placing the “DCS” key switch in the "Isolate" (ISOL) position

END OF SECTION

PC CHANGES - GENERAL ORDER NO. 101

NATIONAL RAILROAD PASSENGER CORPORATION NORTHEAST CORRIDOR GENERAL ORDER NO. 101 Effective 12:01 AM, Monday, February 5, 2024

TIMETABLE AUTHORITY

This General Order contains Northeast Corridor (NEC) Employee Timetable No. 1, which replaces NEC Timetable No. 1000 in its entirety. Employees must examine each page of their copy of Timetable No. 1 to see that it is complete and the pages are in proper order. Employees must then review any changes which may affect their duties.

NOTE: This GO contains a reprint of the “Northeast Corridor Timetable Appendix A” pages, revised and reissued April 3, 2023.

The following items contain a brief explanation of the changes made in this Employee Timetable, as well as recent physical characteristics changes.

1) **Title Page**

General Order No. 101 in effect.

2) **Summary of Train Schedule Changes**

Trains will continue to be governed by the schedules published in the Employee Train Schedule Bulletin.

3) **PC Changes from previous General Order**

This section contains permanent PC changes from the previous General Order No. 1002.

MAIN LINE - NEW HAVEN TO BOSTON (NHB)

BOSTON – SOUTH STATION

No Changes or Additions

MAIN LINE - DORCHESTER BRANCH (DB)

No Changes or Additions

MAIN LINE - MIDDLEBORO (MM)

No Changes or Additions

MAIN LINE - MILL RIVER TO SPRINGFIELD (MRS)

PC: South End Windsor Locks Yard MP 48.7

Switch

South End Windsor Locks Yard Switch at MP 48.7 has been physically removed.

Track

A portion of Windsor Locks Yard track has been physically removed between the South End Windsor Locks Switch at MP 48.7 and a point 530 feet south of the switch connecting the Suffield Industrial track. A barricade and RWP derail have been installed before the end of track.

PC: Connecticut River Bridge

On the Connecticut River Bridge, the Single Main Track between MP 49.5 and MP 50.2 is relocated 13-feet west.

MAIN LINE-HAROLD TO CP 216 (NYS)

PC: Pelham Bay Interlocking

CSX Market Running Track

A portion of the former CSX Market Running Track including track 5 within Pelham Bay Interlocking is redesignated as the Amtrak MofW Stub End Track.

The end of the Amtrak MofW Stub End Track is designated by a barricade erected 3000 feet west of the 52 switch.

MAIN LINE - NEW YORK TO HOFFMANS (HUD)

No Changes or Additions

POST ROAD BRANCH (PRB)

No Changes or Additions

NIAGARA WHIRLPOOL BRIDGE (NGB)

No Changes or Additions

NEW YORK TERMINAL DISTRICT (NYT)

PC. Q Switching Center
Reference
Q Interlocking has been re-designated to Q Switching Center.

Signal Re-designation
Interlocking Signal on Eastward Eng. Trk (SIG 76R) governing westward movements from Eastward Eng. Trk toward Line 4 has been re-designated as SIG 60WB.

MAIN LINE - NEW YORK TO PHILADELPHIA (NYP)

PC: Grundy Interlocking

Switch Relocation

The 91 switch for eastward movements from 0 track to 1 track has been relocated 95 feet west from its current location.

Signal Relocation

The 9E signal governing eastward movements on 0 track is relocated 85 feet west from its current location.

PC: Clearfield to Shore: Civil Speed Enforcement

Automatic signal 834 on Trks 1, 2, 3, and 4 are modified to display Cab Speed as their most favorable aspect.

The cab signal will downgrade to Approach Medium prior to passing the eastbound Home Signal at Shore Interlocking.

Eastbound Home Signals at Shore are modified to display Advance Approach as their most favorable aspect.

MORRISVILLE LINE (MV)

No Changes or Additions

MAIN LINE-PHILADELPHIA TO WASHINGTON (PW)

Charles Interlocking Signal Aspect:

1. Home Signal on Charles No. 1 track (1S) governing southbound movements is capable of displaying the following aspects: • Rule 283 (Medium Clear), Rule 288 (Slow Approach), Rule 291 (Stop and Proceed), Rule 292 (Stop).

2. Home Signal on Charles No. 4 Track (4S) governing southbound movements is capable of displaying the following aspects:

• Rule 281 (Clear), Rule 283 (Medium Clear), Rule 288 (Slow Approach), Rule 291 (Stop and Proceed), Rule 292 (Stop).

3. Home Signal on Charles No. 6 track (6S) governing southbound movements is capable of displaying the following aspects:

• Rule 281 (Clear), Rule 283 (Medium Clear), Rule 288 (Slow Approach), Rule 291 (Stop and Proceed), Rule 292 (Stop).

4. Home signal on Charles No. 3 track (3S) governing southbound movements was a high signal and has been converted to a modified PL8 dwarf. This signal has been relocated 440’ south of its preexisting location and is capable of displaying the following aspects:

• Rule 283 (Medium Clear), Rule 288 (Slow Approach), Rule 291 (Stop and Proceed), Rule 292 (Stop).

PC: New Claymont Station – MP 19.1

The Claymont Station at MP 19.6 is permanently closed and fenced off. The new station is now located at MP 19.1.
New high-level platforms, 630 feet in length, are located on No. 1 and No. 4 track.
Elevators are located within the Stair Tower on the platform.

PC: Solo Cup Siding MP 101.5

The Solo Cup Siding at MP 101.5 off "A" Track has been removed.

PC: Landover Interlocking

Switches- Retired:

No. 12 switch • No. 23 switch • No. 32 switch

Signals – Retired :

Southbound signals bagged: 1S, 2S and 3S

Northbound signals bagged: 2N and 3N.

Signals:

New Interlocking signal mast on No. 1 Track (1S Signal) governing southbound movement is in service and installed 50 feet south of Rte. 202 overpass. The 1S signal is capable of displaying: Stop, Stop and Proceed, Restricting, Approach, Clear.

PC: Burgos Interlocking

Switches:

a) New crossover (No. 12 Switch) at Burgos Interlocking, for Northbound crossover movements, is in service.

b) New crossover (No. 21 Switch) at Burgos Interlocking, for Southbound crossover movements, is in service.

c) New crossover (No. 23 Switch) at Burgos Interlocking, for Northbound crossover movements, is in service.

d) New crossover (No. 32 Switch) at Burgos Interlocking, for Southbound crossover movements, is in service.

AC Electrical Operations The overhead catenary is not installed on Trk No. 1 between Burgos and Landover.

Signals:
Northbound New Signal Bridge is located 317-feet north of Landover Southbound Signal Bridge.

(1) Interlocking signal on No. 1 Track (1N Signal) governing northbound movement is in service. This color position light signal is capable of displaying the following aspects: Stop, Stop and Proceed, Medium Approach, Medium Clear, Limited Clear, Approach, Approach Medium, Approach Limited, Clear.

(2) Interlocking signal on No. 2 Track (2N Signal) governing northbound movement is in service. This color position light signal is capable of displaying the following aspects: Stop, Stop and Proceed, Limited Clear, Approach, Approach Limited, Cab Speed, Clear.

(3) Interlocking signal on No. 3 Track (3N Signal) governing northbound movement is in service. This color position light signal is capable of displaying the following aspects: Stop, Stop and Proceed. Medium Approach, Limited Clear, Approach, Approached Limited, Cab Speed, Clear. b) Southbound New Signal bridge is located 490-feet north of MP 128.

(4) Interlocking signal on No. 1 Track (1S Signal) governing southbound movement is in service. This color position light signal is capable of displaying the following aspects: Stop, Stop and Proceed, Slow Approach, Medium Approach, Limited Clear, Approach, Approach Slow, Approach Limited, Cab Speed, Clear.

(5) Interlocking signal on No. 2 Track (2S Signal) governing southbound movement is in service. This color position light signal is capable of displaying the following aspects: Stop, Stop and Proceed, Slow Approach, Medium Approach, Limited Clear, Approach, Approach Slow, Approach Limited, Clear.

(6) Interlocking signal on No. 3 Track (3S Signal) governing southbound movement is in service. This color position light signal is capable of displaying the following aspects: Stop, Stop and Proceed, Slow Approach, Limited Clear, Approach, Approach Slow, Approach Limited, Cab Speed, Clear.

WASHINGTON TERMINAL (WT)

No Changes or Additions

MAIN LINE - PHILADELPHIA TO HARRISBURG (PH)

PC: Thorn Yard

Thorn Yard is located between Thorn Interlocking MP 35.0 and Caln Interlocking MP 36.6. Track designations are modified as follows:

Previous Track Designation	New Track Designation
No. 5 Running Track	A Track
No. 6 Track	B Track
No 7 Track	C Track

LEHIGH LINE CONNECTION (LLC)

No Changes or Additions

END OF SECTION

PC CHANGES - GENERAL ORDER NO. 102

NATIONAL RAILROAD PASSENGER CORPORATION NORTHEAST CORRIDOR GENERAL ORDER NO. 102 Effective 12:01 AM, Monday, May 5, 2025

TIMETABLE AUTHORITY

This General Order contains Northeast Corridor (NEC) Employee Timetable No. 1, which replaces NEC Timetable No. 1000 in its entirety. Employees must examine each page of their copy of Timetable No. 1 to see that it is complete and the pages are in proper order. Employees must then review any changes which may affect their duties.

NOTE: This GO contains a reprint of the “Northeast Corridor Timetable Appendix A” pages, revised and reissued April 3, 2023.

The following items contain a brief explanation of the changes made in this Employee Timetable, as well as recent physical characteristics changes.

1) **Title Page**

General Order No. 102 in effect.

2) **Summary of Train Schedule Changes**

Trains will continue to be governed by the schedules published in the Employee Train Schedule Bulletin.

3) **PC Changes from previous General Order**

This section contains permanent PC changes from the previous General Order No. 101

MAIN LINE - NEW HAVEN TO BOSTON (NHB)

A PC: Fitter Interlocking

1) Switches

The following Interlocking appliances are installed as indicated. The switches are in service and contain a moveable point frog.

(a) No. 1 Track

- A facing point turnout (No.13) for eastward movements from track 1 to the Chesebrough Warehouse Siding is installed at MP 97.5.
- A trailing point turnout (No. 21B) for eastward movements from track 2 to track 1 is installed at MP 97.7.
- A facing point turnout (No. 12A) for eastward movements from track 1 to track 2 is installed at MP 97.8.

(b) No. 2 Track

- A facing point turnout (No. 21A) for eastward movements from track 2 to track 1 is installed MP 97.6.
- A trailing point turnout (No. 12B) for eastward movements from track 1 to track 2 is installed MP 97.8.

2) Derail

- An interlocked split-point derail (No. 13B) is installed on the Chesebrough Warehouse Siding located 50 feet west of the 3W signal, and is interconnected with the 13 switch.

3) Signals

(a) No. 1 Track

- A two head high color-light interlocking home signal (1E) governing eastward movement on track 1 is installed and mounted to the left (North) at MP 97.4
- A two head high color-light interlocking home signal (1W) governing westward movement on track 1 is installed and mounted to the right (North), 200 feet west of MP 98.0.

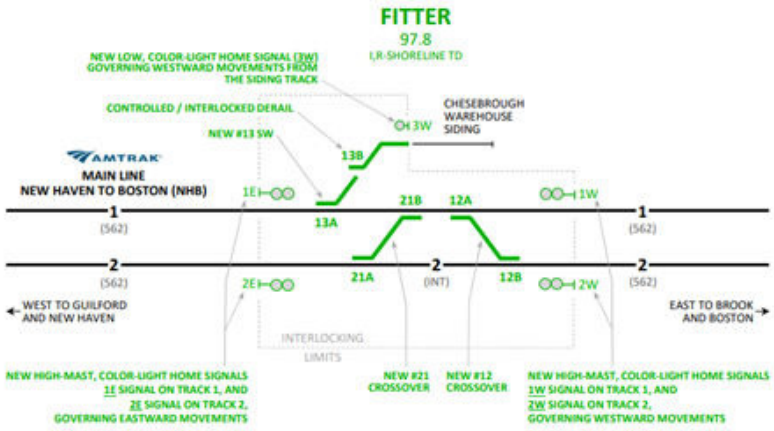
(b) No. 2 Track

- A two head high color-light interlocking home signal (2E) governing eastward movement on track 2 is installed and mounted to the right (South) at MP 97.4.
- A two head high color-light interlocking home signal (2W) governing westward movement on track 2 is installed and mounted to the left (South), 200 feet west of MP 98.

(c) Chesebrough Warehouse Lead

- A single-head dwarf interlocking home signal (3W) governing westward movement from the Chesebrough Warehouse Lead to Track 1 is installed and mounted to the right (north) at MP 97.6.

Map is for reference use only



MAIN LINE - DORCHESTER BRANCH (DB)

Insert paragraph here

MAIN LINE - MIDDLEBORO (MM)

Insert paragraph here

MAIN LINE - MILL RIVER TO SPRINGFIELD (MRS)

A PC: Spring Interlocking

1) Crossover: No. 4 Track to Track 2A

New facing point crossover switches when operating north connecting No. 4 track to track 2A installed 360 feet north of the 4N Signal at Spring Interlocking. The switches are spiked and wedged in the normal position.

2) Signal Relocation: No. 4 Track

The 4S home signal on Track 4 at Spring Interlocking has moved 187 feet north and will be in service. All signal aspects remain the same.

MAIN LINE - HAROLD TO CP 216 (NYS)

A PC: MP 9.5

Due to the construction of Leggett Interlocking, two switch points have been added to Track 1 & 2 at MP 9.5. The switches will remain spiked and wedged in the normal position.

MAIN LINE - NEW YORK TO HOFFMANS (HUD)

Insert paragraph here

POST ROAD BRANCH (PRB)

Insert paragraph here

NIAGARA WHIRLPOOL BRIDGE (NGB)

Insert paragraph here

NEW YORK TERMINAL (NYT)

A PC: Harold Interlocking

1) Tracks

No. WX track (LIRR Connecting Running Track) is no longer a track designation.

2) Signals removed from service

- 45EC Signal
- 45WA Signal

3) Switches removed from service

3145sw lined normal.

B PC: Q Switching Center - #57 Switch

The switch will be located 15 feet east of the existing point of frog for the #59 Switch. The switch will be blocked and spiked for moves on the Eastward Engine Track (Inbound) only.

As part of the ongoing modifications to Q Switching Center in Sunnyside Yard, the new #57 Switch will be installed on the Eastward Engine Track (Inbound).

C PC: F Interlocking

1) Signals

Line 1 F Interlocking signal 740E has been relocated 47 feet west from original location. All aspects and indications remain the same.

2) Switches

- The 741 switch on Line 1 has been moved 40 feet west from original location. The 741 switch is lined and locked in the normal position.
- The 743 switch on Line 1 has been moved 40 feet east from original location.

MAIN LINE - NEW YORK TO PHILADELPHIA (NYP)

A PC: Princeton Junction Station: Clear 100 Cab Signal

The Clear 100 cab signal is installed and utilized for evaluation purposes. Trains operating No. 1 Track Eastbound from MP 47.6 to MP 47.0 or No. 1 Track Westbound from MP 46.4 to MP 47.0 will receive a Clear cab aspect displaying 100 MPH as the Maximum Authorized Speed on the ADU. This is the most favorable aspect the ADU will display.

Locomotive engineers must report any anomalies associated with cab signals.

MORRISVILLE LINE (MV)

No changes or additions.

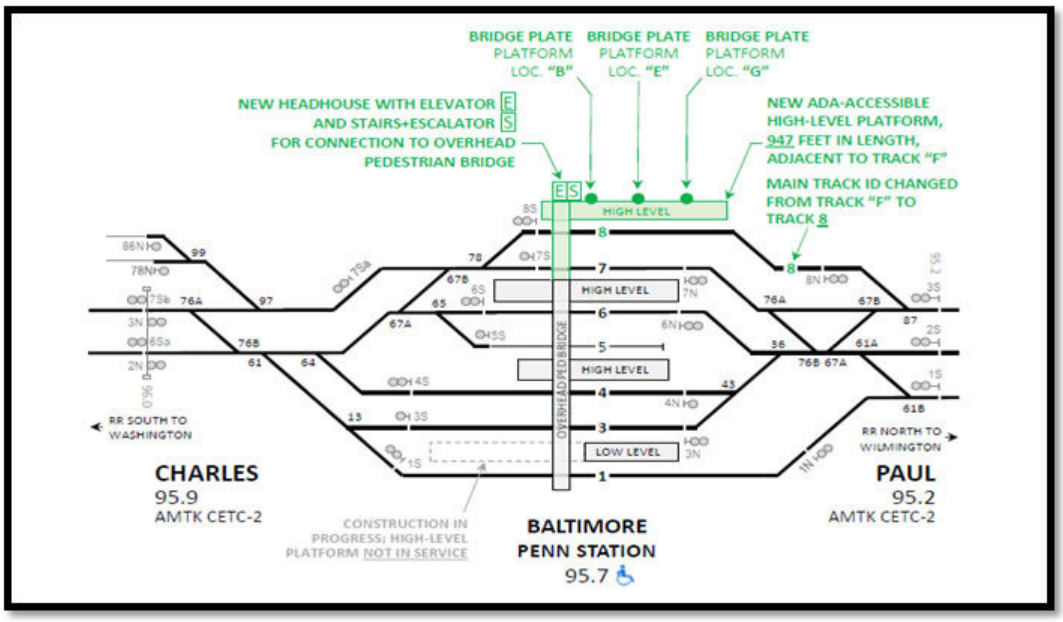
MAIN LINE - PHILADELPHIA TO WASHINGTON (PW)

A PC: Baltimore Station Track Designation

Previous Track Designation	New Track Designation
F Track	8 Track

B PC: Baltimore Station Platform No. 5

- New high platform, 947 feet in length, are located on No. 8 Track.
- Elevator and escalator are located on the new headhouse and stair tower at the south end of the platform west of No 8 Track. A pedestrian bridge from the concourse to the new headhouse.
-



C PC: Signals – Sellers Ave Bridge

Automatic Signal 10.4 on the PW Line for No. 1 track will be moving from Sellers Ave bridge – 120 ft south and will be a mast mounted signal. All aspects and indications will remain the same.

WASHINGTON TERMINAL (WT)

No Changes or Additions

MAIN LINE - PHILADELPHIA TO HARRISBURG (PH)

1) PC: Lancaster Station Platform

No. 1 Track

Lancaster Station Platform No.1 is reconstructed.

High platform, 800 feet in length, is located on No. 1 Track.

ADA bridge plates are located 40 feet east of the baggage elevator and 60 feet west of the passenger elevator.

2) PC: Thorn

1) Thorn Yard- Track D connection

Track D east and Track D west at Thorn Yard has been connected and is in service. The new connection brings the total track length to 2,210 feet.

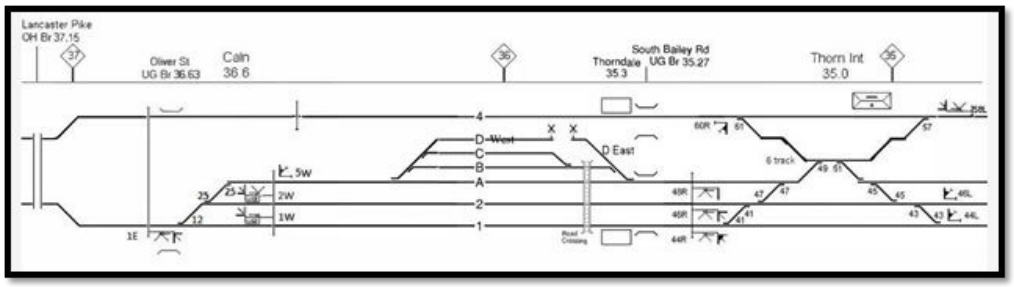
2) Thorn Int Signals

- The Eastbound Home Signal 44R on No. 1 track governing eastbound movement is upgraded from a position light signal to a color position light. Aspect display remain the same.
- The Eastbound Home Signal 46R on No. 2 track governing eastbound movement on is upgraded from a position light signal to a color position light. Aspect display remain the same.
- The Eastbound Home Signal 48R on No. 5 track governing eastbound movement on is upgraded from a position light signal to a color position light. Aspect display remain the same.

3) PC: Thorn Yard

Thorn Yard is located between Thorn Interlocking MP 35.1 and Caln Interlocking MP 36.6. Track designations are modified as follows:

New Track Designation	Total Length
D Track East	250 Feet
D Track West	1800 Feet



3) PC: Zoo Int Signal Relocation

The 112L signal governing eastbound movements on WBY track is relocated 298 feet east from its current location.

4) PC: State Interlocking - 8 Track

The bumper on No. 8 track is now located 945’ feet WEST of the 8E signal.

5) PC: Caln Interlocking

1) PC: Switches and Crossovers

New crossover (No. 12 Switch to new 12B Switch) at Caln Interlocking for moves going from No. 1 track to No. 2 track.

2) PC: Permanent Derail

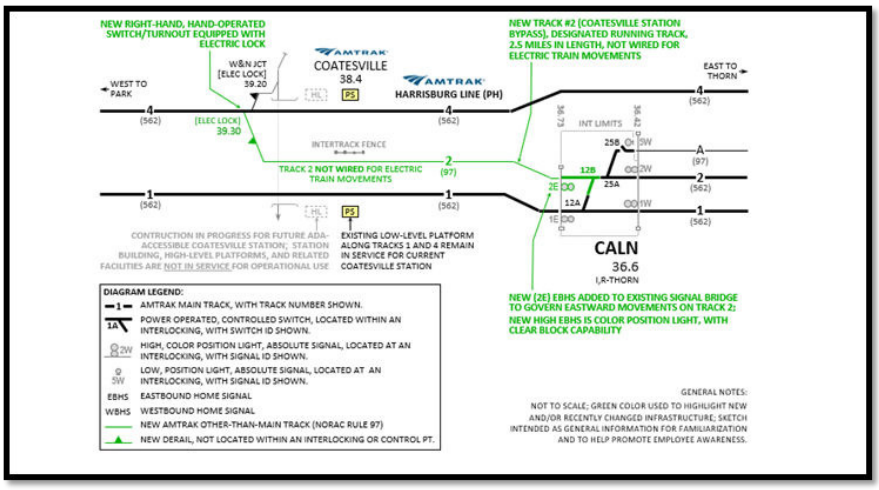
New permanent derail has been installed on the west end of No. 2 track at MP 39.23.

3) PC: Signals

- 2E signal added to signal bridge. Governing eastward movement is in service. The 2E signal is capable of displaying: Clear, Approach Medium, Approach, Restricting, Stop & Proceed, Stop Signal, Clear to the next interlocking.
- 2W signal governing westward movements is capable of displaying: Limited Clear, Medium Approach, Restricting, Stop and proceed, Stop.

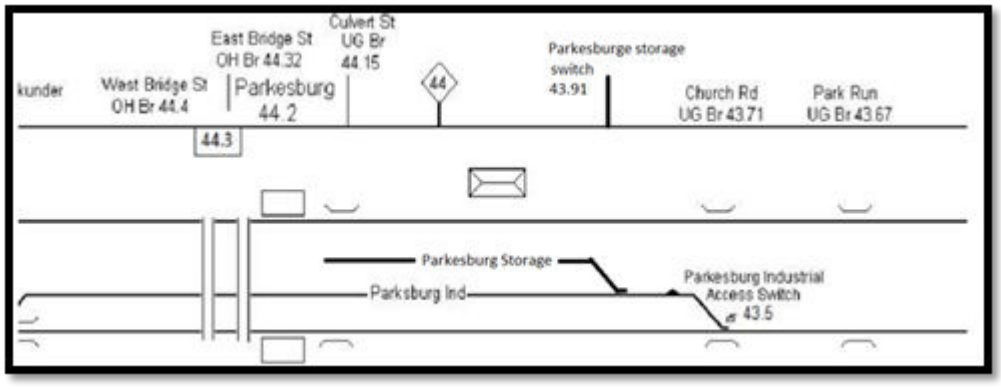
4) PC: Tracks

- No. 2 track from the electric lock switch at MP 39.27 to Caln Interlocking (Coatesville Station Bypass) is a non-electrified Running Track (Rule 97) governed by the Section C Train Dispatcher.



6) PC: Parkesburg Storage Track MP 43.91

Parkesburg Storage Track for IMCS use only is located off Parkesburg Industrial track at a hand-operated switch at MP 43.91 to a barricade at MP 44.15.



7) PC: Park Int Signals

The following signals at Park Int will be capable of displaying "Clear to the next Interlocking".

- 1E signal on No. 1 track governing eastbound movements is capable of displaying the following additional aspect: Rule 280a Clear to the next interlocking.

- 4E signal on No. 4 track governing eastbound movements is capable of displaying the following additional aspect: Rule 280a Clear to the next interlocking.

LEHIGH LINE CONNECTION (LLC)

No Changes or Additions

END OF SECTION

PC CHANGES - AMTRAK EMPLOYEES

This section contains the PC Changes for Amtrak Comply365 users.
These changes are published concurrently in the applicable Bulletin Order(s).

MAIN LINE - NEW HAVEN TO BOSTON (NHB)

A PC: Boston – South Station

1) Track 1

(a) Fence

A fence is installed on the platform from the west end to approximately 275 feet east. The platform width is narrowed by approximately 3 feet in this area.

2) Track 13

(a) Station Platform Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

All trains boarding on Trk No. 13 will be accessible only on the North side of the platform, closest to Trk No. 12. The South side will be out of service as part of the construction zone.

(b) AC Electrical Operation

The overhead catenary has been removed in its entirety on Trk No. 13. AC Operations are prohibited until further notice.

B PC: Attleboro Station - Station Platforms Out of Service - MP 196.9

The low-level wooden platforms across Track 1 through Track 3 at Attleboro Station are out-of-service until further notice.

C PC: South Attleboro Station - Station Platforms Out of Service

Station Platform 2 is out of service. All access to the platform for track 2 has been removed and a track fence has been erected between 1 and 2 track.

D PC: Ruggles Street Station - Station Platform Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

Due to construction and repair, the east end of the station platform at Ruggles Street Station (MP 226.5) is out of service on tracks 1 and 3 from the east end of the platform to a point 560 feet west of the east end of the platform.

E PC: Temporary Construction Crossing MP 228

A temporary construction crossing has been constructed between MP 228, Catenary Pole 140 and MP 228, Catenary Pole 142 on tracks No. 3, 5 and 7 between Cove and Tower 1 for IMCS use.

MAIN LINE - DORCHESTER BRANCH (DB)

No Changes or Additions

MAIN LINE - MIDDLEBORO (MM)

No Changes or Additions

MAIN LINE - MILL RIVER TO SPRINGFIELD (MRS)

A PC: Construction Crossings at MP 48.8 and MP 60.1

Temporary Construction crossings have been constructed at MP 48.8 on the single main and MP 60.1 on track 1 and track 2 for IMCS use.

MAIN LINE - HAROLD TO CP 216 (NYS)

A PC: Temporary Construction Crossings for IMCS Use

New designated construction crossings have been installed between MP 5.1 Gate Interlocking to MP 17 Pelham Lane West.

MAIN LINE - NEW YORK TO HOFFMANS (HUD)

No Changes or Additions

POST ROAD BRANCH (PRB)

No Changes or Additions

NIAGARA WHIRLPOOL BRIDGE (NGB)

No Changes or Additions

NEW YORK TERMINAL DISTRICT (NYT)

A PC: Tracks Out of Service (Kelly Track)

The Kelly track is out of service from the bumping post to the 510W signal.

B PC: Tracks Out of Service (Penn Station)

1) Penn Station - Tracks Out of Service

The tracks listed below are out of service for train movements (except Amtrak work trains and MW equipment) unless authorized by the MW Supervisor (or the Train Dispatcher, when authorized by the MW Supervisor):

(a) 1A Track is Out of Service

1A track is out of service from the west end of No. 1A track to a barricade erected 350 feet east.

In the application of NORAC Rule 134 a. "Movements in the Direction of the Out-of-Service Track", Dispatchers (or Operators) must not display signals nor give authority for movements in the direction of an out-of-service track until they have verified that the Engineer is aware of the Bulletin Order item.

C New York Penn Station – Station Platforms Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors with the out-of-service portion of the station platform.

1) Station Platform No. 1

A portion of the station platform on No. 1 track at Penn Station is out of service. The out-of-service portion is located between the west end of the station platform to a barricade erected 100 feet east.

2) Station Platform No. 3 – 5 & 6 Tracks

A portion of Platform No. 3 (adjacent to no. 5 & 6 station tracks) is out of service between the west end of the platform and a barricade erected 105 feet east of the west end of platform.

3) Station Platform No. 4 – 7 Track

A 111-foot section of platform No. 4 (adjacent to No. 7 station track) is out of service between platform barricades erected 153 feet and 264 feet east of the west end of the platform.

4) Station Platform No. 4 – 7 & 8 Tracks

A 129-foot section of platform No. 4 (adjacent to Nos. 7 & 8 station track) is out of service between the west end of the platform to a barricade erected 129 feet east of the west end of the platform.

5) Station Platform No. 7 – 14 Track

A 170-foot section of platform No. 7 (adjacent to No. 14 station track) is out of service between the east end of the platform and a construction barricade erected at the easternmost staircase.

MAIN LINE - NEW YORK TO PHILADELPHIA (NYP)

A PC: Tracks Out of Service – Ham to Midway

No. 1 Track is out of service between Ham and Midway.

B PC: Barracks Yard – Switch Out of Service

The hand switch on the Naught Running Track at MP 56.1 Barracks Yard is out of service and must remain in the Normal position.

C PC: Newark Penn Station Platforms Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

Two portions of the station platform on No. 1 Trk at Newark Penn Station are out of service.

The out of service portion is located between the west end of the platform to a barricade erected 40 feet west of Location No. 2.

D PC: Hamilton Station Platform Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors with the out-of-service portion of the station platforms.

Four gondola style bridge plates have been erected at the Midpoint of the station platform on Track 1. The four gondola style bridge plates will be spaced 85 feet on center. The existing low-level platforms on the West End of Hamilton Station can be utilized.

E PC: Princeton Junction Station Platform Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors with the out-of-service portion of the station platforms.

Five gondola style bridge plates have been erected at the East end of the station platform on Track 1. The five gondola style bridge plates will be spaced 85 feet on center. The existing low-level platforms on the West End of Princeton Junction Station can be utilized.

F PC: North Elizabeth Station Platforms Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out of service portion of station platform(s).

1) A portion of the station platform on No. 1 Track at North Elizabeth Station is out of service. The out of service portion is located between the west end of the platform to a barricade erected 175 feet east.

2) The low-level platform at the western end of the station for station stops across No. 1 Trk has been removed from service. A single section of low-level platform at the eastern end of the station has been installed for station stops from No. 3 Trk and No. 2 Trk across No. 1 Trk.

G PC: Edison Station Platforms Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out of service portion of station platform(s).

1) A portion of the station platform on 4 Track at Edison Station is out of service. The out of service portion is located between the west end of the platform to a barricade erected 262 feet east.

2) The low-level platform at the western end of the station for station stops across No. 4 Trk has been removed from service. A single section of low-level platform at the eastern end of the station has been installed for station stops from No. 3 Trk across No. 4 Trk.

H PC: Trenton Station- Station Platforms Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out of service portion of station platform(s).

1) A portion of the station platform on 5 Track at Trenton Station is out of service. The out of service portion is located between the west end of the platform to a barricade erected 120 feet east.

2) A portion of the station platform on 4 Track at Trenton Station is out of service. The out of service portion is located between the west end of the platform to a barricade erected 120 feet east.

3) A portion of the station platform on 1 Track at Trenton Station is out of service. The out of service portion is located between the west end of the platform to a barricade erected 248 feet east.

4) A portion of the station platform on South High Track at Trenton Station is out of service. The out of service portion is located between the west end of the platform to a barricade erected 50 feet east.

I PC: North Philadelphia Station Platforms Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

The east and west end of the station platforms on No. 1 & No. 4 tracks are Out of Service for passenger use and sectioned off by erected barriers. There are 265 feet in the center of each platform for trains to discharge passengers.

MORRISVILLE LINE (MV)

No Changes or Additions

MAIN LINE - PHILADELPHIA TO WASHINGTON (PW)

A PC: Tracks Out of Service – 30th St- Philadelphia

1) 3 Station Track

3 Station Track is out of service between Penn Int. Signals 34SA and 76NA signals.

2) 4 Station Track

4 Station Track is out of service between 30S and 76NB signals.

B PC: Platforms Out of Service- 30th St- Philadelphia

Platform 2

Platform 2 is out of service in its entirety.

C PC: Baltimore Station Platforms Out of Service

1) Platform 2

The North end of platform 2 located between No. 1 and No. 3 track is in service from a barricade erected 576 feet North to the end of the platform for Amtrak employees and contractors only.

2) Platform 3

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out of service portion of station platform(s).

The south end of platform 3 located between No. 4 and No. 5 track is out service from a barricade erected 168 feet north of the south end of the platform. The out of service portion is accessible for Amtrak employees and contractors only.

3) Platform 4

To ensure passenger and crew safety, crews must spot trains accordingly and not utilize the platform edge within the out of service portion of station platform(s).

The north end of platform 4 located between No.6 and No.7 track is out service from a series of cones affixed to the platform 260 feet south of the north end of the platform.

D PC: New Carrollton Station Platforms Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out of service portion of station platform(s).

The existing platform adjacent to Track No. 2 and No. 3 is out of service between the south end of platform and a barricade erected 470 feet north.

E PC: Prince Interlocking – MP 57.3

1) Existing interlocked facing point crossover (No. 23) on No. 3 Trk for southward movements to No. 2 Trk is out of service for A.C. electric operation.

2) Existing interlocked trailing point crossover (No. 32) on No. 2 Trk for southward movements to No. 3 Trk is out of service for A.C. electric operation.

WASHINGTON TERMINAL (WT)

A PC: Tracks Out of Service

1) West Storage Lead Track

West Storage Lead Track is out of service from a barricade erected 900 feet west of the T Street Road crossing to the CSX signal.

B PC: Platforms Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

1) No. 10 & 11 Tracks

The northern end of the station platform between 10 and 11 tracks is out of service from the north end of the low-level platform to a wooden barricade erected 39 feet south of the ramp to the high-level platform. The north ramp is out of service for all pedestrian and vehicle traffic in an area enclosed by the permanent handrails and temporary wooden barricades erected at the north and south stanchions. The southern 732 feet of high platform remain in service.

2) No. 15 Track

A portion of the station platform adjacent to the west of 16 track is out of service for passenger use from the bumping block to a barricade erected 176 feet north.



3) No. 16 Track

The northern end of the station platform east of 16 track is out of service from the north end of the low-level platform to a barricade erected 159 feet north of the bumping block.



4) No. 17 Track

Due to continuous construction, the No.17 track platform will be out of service in 80-foot portions, designated by barricades. There will only be one 80-foot section out of service at a time. Construction will start at the southern limits of the platform and move north away from the station.

5) 22 Track

The station platform for 22 track is out of service for passengers in its entirety.

6) No. 26 Track

Due to construction, a portion of the platform on No. 26 track is out of service between the southern limit of the platform to a barricade erected 330 feet north.

MAIN LINE - PHILADELPHIA TO HARRISBURG (PH)

1) PC: Tracks Out of Service – Cork and Conestoga

No. 2 track is out of service between Cork and Conestoga.

2) PC: Saint David's Station Platform Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out of service portion of station platform(s).

St. David's platform is out of service from barricade 50 feet east of the west end of the platform on No.4 track.

Close clearance conditions exist by the barricade.

3) PC: Lancaster Station Platforms Out of Service

No. 2 Track

The station platform on No. 2 track at Lancaster Station is out of service.

No. 7 Track

The station platform on No. 7 track at Lancaster Station is out of service.

4) PC: Harrisburg Station Platforms Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors where scaffolding exists on the station platforms.

Due to continuous construction, scaffolding exists on all station platforms in Harrisburg. The platforms will remain in service during construction.

No diesel engines or On-Track Equipment are to be parked under the roof due to diesel/engine fumes and possible sparks emitting from the engines. All diesel engines and On-Track Equipment must pull west/east of the roof.

Note: On Track 4, Train 43 must stop the engine window at the “X” marked on the pavement to ensure the proper placement of the baggage car on the west end of the station platform.

5) PC: Overbrook Station Platforms – MP 5.4

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out of service portion of station platform(s).

The existing low-level platforms installed for stops from Track 3 across Track 4 are out of service. A temporary low-level platform is installed for station stops from Track 3 across Track 4 at the western limit of the station platform.

6) PC: Ardmore Station – High Level Platforms

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors between the construction areas.

Due to ongoing construction, new low-level platforms have been temporarily installed and are in service on No. 1 and No. 4 track. The high-level platforms on No. 1 track and No. 4 track are out of service and fully barricaded off. The new low-level platforms are 209 feet in length and located west of the high-level platforms.

LEHIGH LINE CONNECTION (LLC)

No Changes or Additions

END OF SECTION

Appendix A

NORTHEAST CORRIDOR EMPLOYEE TIMETABLE

EMERGENCY PROCEDURES

for

NORTH RIVER, EAST RIVER,

and

EMPIRE TUNNELS

Issued April 29, 2001 Revised and Reissued April 3, 2023

INTRODUCTION

This appendix contains information about the North River, East River, and Empire Tunnels. It includes a description of the tunnels, methods of communication, and emergency notification and response procedures. Affected employees must familiarize themselves with these instructions, in order to ensure the safety of themselves, our guests, and other employees.

Similar instructions are included in Long Island Railroad Special Instruction 100-L-3, which applies to Long Island Railroad train and engine service who operate in the East River Tunnels.

DEFINITIONS

Emergency: For the purpose of this operating procedure, an emergency is defined as any condition which results in the loss of catenary or 3rd rail power for extended periods, derailments, smoke or fire condition which has the potential of causing injury/illness to passengers and/or employees. An emergency may also be declared by the General Superintendent or designate.

Cross Passageways: Open passageways which connect one tunnel with another. Cross passageways are protected by 2-hour self-closing fireproof doors.

Benchwalls: Elevated walking surfaces located along the sides of the tunnel walls.

Catenary System: A system of wires suspended from the ceiling of the tunnel supporting an overhead contact wire normally energized at 12,000 volts, 25 cycle, single phase alternating (AC) current.

Mile Post Markers: White signs located every 100 feet in each of the seven New York Tunnels indicate the distance from New York, Penn Station. These signs will be utilized to give the Dispatcher the approximate location when reporting problems, defects, etc.

Third Rail: An electrical conductor located alongside and above the running rail from which a sliding contact shoe attached to electrical equipment collects direct (DC) current, 750 volts.

Tunnel Portals: The entrances to the tunnels

Tunnel Shafts: Vertical structure between tunnel and street level. Shafts provide ventilation to tunnels by means of fans at grade level. Existing staircases provide access to the tunnels by emergency responders during tunnel emergencies. Tunnel shafts should not be used as an emergency exit unless specifically authorized by PSCC.

NORTH RIVER TUNNELS

The North River Tunnels, located on the west side of Penn Station in New York, consist of 2 separate tunnels, designated as the South Tube (Track No. 2) and the North Tube (Track No. 3). They are approximately 2.5 miles in length and fall under the jurisdiction and authority of the Dispatcher at PSCC. PSCC controls “A” Interlocking at the east end and Bergen Interlocking at the west end.

The overhead catenary and 3rd rail systems extend the full length of both tunnels and should be considered energized at all times. Bench walls also run the full length of both sides of the tunnels. Access between the bench walls and track is provided by grab irons installed in tunnel walls. Grab irons that are not secured properly are painted yellow. These incompletely secured grab irons are painted yellow to allow for easy identification. Employees are prohibited from ascending or descending any “ladder” with yellow painted grab irons.

Shafts

There are two shafts located in the North River tunnels. The Weehawken Shaft at mile post marker 1.81 is located approximately 6,000 feet east of the west end portals and is accessible from the south benchwall in the North Tube and the north benchwall in the South Tube. The 11th Avenue Shaft is located approximately 1,000 feet from the east end portals and is accessible from both benchwalls in the North Tube and the north benchwall in the South Tube.

Cross Passageways:

Cross passageways connect the North and South Tubes in 11 locations, 1 west of 11th Avenue Shaft, 1 at Weehawken Shaft and 9 west of the Weehawken Shaft. Listed below are the doors for the cross-tunnel passageways west of the Weehawken Shaft, numbered from west to east, and showing their current status of repair and MP reference:

Passageway	Status	Passageway	Status
#1, MP 2.92	Single Door In Service	#6, MP 2.41	Double Door In service
#2, MP 2.87	Single Door In Service	#7, MP 2.24	Double Door In Service
#3, MP 2.81	Single Door Out of Service	#8, MP 2.05	Single Door In Service
#4, MP 2.75	Double Door Out of service	#9, MP 1.89	Single Door In Service
#5, MP 2.58	Single Door In service	#10, MP 0.66	Single Door In Service

All Fire safety doors for access to Cross Passageway connecting North Benchwall of the South Tube (No. 2 trk) with South Benchwall of the North Tube (No. 3 trk) located at MP 1.82 have been returned to service. All Fire safety doors for access to Cross Passageway connecting North Benchwall of the South Tube (No. 2 trk) with South Benchwall of the North Tube (No. 3 trk) located approximately 60 feet East of passageway at MP 1.82 have been returned to service.

NOTE: Employees must familiarize themselves with passageway location numbers and must refer to the proper number when requiring cross tunnel evacuation. Employees must use extreme caution when standing near or walking past cross passageway openings, account for very high velocity wind currents caused by trains passing in adjacent tunnels. Employees must not use these cross passageways until Foul Time (Rule 140) has been obtained by PSCC. Evacuation of passengers through these cross passageways must not be attempted without the authorization of the Assistant Superintendent of Train Movement or designated officer.

Fan No. 2 in the Weehawken Shaft has been restored and is now in service.

Until further notice Fan No. 4 in the Weehawken Shaft will be removed from service for fan motor replacement.

Fire Extinguishers:

Standard 20 lb. “ABC” type portable fire extinguishers are installed at all Blue Light locations in both the North and South Tubes. These fire extinguishers are mounted on hangers and have an orange cover that is marked “Fire Extinguisher”. A dry standpipe system for use by the Fire Department runs the entire length of both tunnel walls.

Telephone Operation:

The North River Tunnels are equipped with coaxial antennas, providing for radio communications between trains and PSCC. Some cellular phone systems may also work in the tunnels. Currently, Verizon is the only cellular provider that works in the tunnels and Penn Station.

Communications Safety Stations are located on the tunnel walls at intervals not exceeding 400 feet, staggered on each side of the tunnel. They are identified by a blue light and a reflective decal representing a telephone handset. The Communications Safety Stations have the following features:

- Telephone
- Public Address
- Third Rail Disconnect*

Note: The Third Rail Disconnect buttons are currently not in service; the Power Director must be notified when necessary to de-energize the third rail.
(See diagram on page 14 of this Appendix.)

Radio Communication:

Train crews must use the Penn Station/Tunnel Repeater Channel when operating through the tunnels and Penn Station.

EAST RIVER TUNNELS (ERT)

The East River Tunnels, located between JO/C interlockings at the west end and F interlocking at the east end, consist of 4 separate tunnels, designated Line 1 (Track No. 1), Line 2 (Track No. 2), Line 3 (Track No. 3), and Line 4 (Track No. 4). They are approximately 2½ miles in length and fall under the jurisdiction and authority of the Dispatcher at PSCC.

The overhead catenary and 3rd rail systems extend the full length of all 4 tunnels and should be considered energized at all times. Bench walls also run the full length of both sides of the tunnels.

Access between the bench walls and track is provided by grab irons installed in tunnel walls. Grab irons that are not secured properly are painted yellow. These incompletely secured grab irons are painted yellow to allow for easy identification. Employees are prohibited from ascending or descending any “ladder” with yellow painted grab irons.

Shafts:

There are 2 shafts located in the East River Tunnels. The First Avenue Shaft at mile post marker 1.14 is located at the western portion of each tunnel, approximately 4,900 feet from the west portals. The Long Island City shafts are located at mile post marker 1.89 in the eastern portion of the tunnels, approximately 3,800 feet from the east portals.

All exit staircases are accessible from the benchwalls at First Avenue. They are 36” width, spiral staircases and are not suitable to be utilized as a prime means of outlet. Every effort must be made to evacuate passengers via cross passageways, train transfers, or exit through the tunnel portals.\

1st Avenue Shaft:

- (ERT) Line 1

  The access/egress stairways at this shaft are available for emergency use only

- (ERT) Line 2

  The access/egress stairways at this shaft are available for emergency use only

- (ERT) Line 3

  Both north and south stairs are available for emergencies only.

- (ERT) Line 4

  At First Avenue Shaft:

  - The access/egress stairways at this shaft are available for emergency use only.
  - The access door (most western door) on the North Bench-Wall leading to Stair 4A [Door #028A] is available for emergency or pedestrian use.
  - The access door (mid door) on the South Bench-Wall leading to Stair 4 [Door #026A] is available for emergency or pedestrian use.

NOTE: "EXIT" signs are installed at locations that provide access to stairways, and **"NO ENTRY"** signs are placed at locations that are not accessible. Portions of the benchwalls are painted yellow, and other signs and directional arrows are installed to assist employees and emergency response personnel in locating doors, cross passageways, and emergency staircases.

Cross Passageways:

Cross passageways connect Line 1 with Line 2, and Line 3 with Line 4 at six locations. There are 4 cross passageways west of First Avenue Shaft, one at First Avenue Shaft and one at Long Island City Shaft. Cross passageways are identified by nearest mile post marker, as indicated on tunnel doors.

NOTE: Employees must use extreme caution when standing near or walking past cross passageway openings, account very high velocity wind currents caused by trains passing in adjacent tunnels. **Employees must not use these cross passageways** until it is verified through the PSCC Train Dispatcher that no trains are operating nor authorized to operate on the track in the adjoining East River Tunnel. Evacuation of passengers through these cross passageways must not be attempted without the authorization of the Assistant Superintendent of Train Movement, PSCC Superintendent, or Manager of Train Operations (MTO).

Fire Extinguishers:

Standard 20 lb. "ABC" type portable fire extinguishers are installed at all Blue Light locations. These fire extinguishers are mounted on hangers and have an orange cover that is marked "Fire Extinguisher".

Fire Extinguisher Locations

- Lines 1 & 3 – north bench wall
- Lines 2 & 4 – south bench wall

Dry standpipe systems for use by the Fire Department are located at each shaft.

Telephone Communications:

The East River Tunnels are equipped with coaxial antennas, providing for radio communications between trains and PSCC. Some cellular phone systems may also work in the tunnels. Currently, Verizon is the only cellular provider that works in the tunnels and Penn Station.

Communications Safety Stations are located on the tunnel walls at intervals not exceeding 400 feet, staggered on each side of the tunnel. They are identified by a blue light and a reflective decal representing a telephone handset. The Communications Safety Stations have the following features:

- Telephone
- Public Address
- Third Rail Disconnect*

Note: The Third Rail Disconnect buttons are currently not in service; the Power Director must be notified when necessary to de-energize the third rail.
(See diagram on page 14 of this Appendix.)

Radio Communication:

Train crews must use the Penn Station/Tunnel Repeater Channel when operating through the tunnels and Penn Station.

Telephone Operation - The Communication Safety Stations have direct telephone connections to both the PSCC Dispatcher and the Power Director, and can be used as follows:

1) To contact PSCC, press the “PUSH FOR HELP” button to have the system speed dial PSCC, then use the speaker phone or the handset to talk.

2) To contact the Power Director, open the station door, pick up the handset, push the “POWER DIRECTOR” button to have the system speed dial the Power Director, then use the handset to talk. The speaker phone cannot be used to communicate with the Power Director.

The Communications Safety Stations can also be used to access the Amtrak Telephone System (ATS). To reach New York (521) ATS exchanges, lift the telephone handset, push the “PUSH FOR DIAL TONE” button, then enter the 4-digit telephone number desired. To place an ATS call outside of the 521 exchanges, lift the telephone handset, listen for dial tone, then enter 8, followed by the 7-digit ATS phone number.

Each Communications Safety Station contains a card showing the telephone number and location of the safety station, as well as the 4-digit telephone numbers of PSCC Dispatchers, Power Director, C&S Trouble Desk and Amtrak Police. Before entering the desired 4-digit number, lift the telephone handset and press the “PUSH FOR DIAL TONE” button.

Third Rail Disconnect - Employees can disconnect the third rail power in the immediate vicinity of the Communication Safety Station by **simultaneously** pushing the “POWER DIRECTOR” and “DC” buttons.

- This will have no effect on the overhead catenary.

Public Address (PA) - Employees can use the PA feature by pushing the “PAGE” button and using the handset to talk. This PA feature can also be utilized by the Power Director, Dispatcher and Supervisor in PSCC to broadcast information in the vicinity of the Communication Safety Station.

Strobe Lights - Strobe lights are located in various portions of the tunnels. These strobe lights can be activated by the Dispatcher in PSCC and the Power Director. When strobe lights are illuminated, maintenance personnel and those employees on standing equipment must immediately contact the PSCC Dispatcher for instructions.

EMPIRE TUNNEL

The Empire Tunnel, located between A interlocking at the south end and Empire interlocking at the north end, consists of 1 single track tunnel leading into an open top concrete “U” section at its north end, designated Track No. 2 Main. The tunnel portion is approximately 1,500 feet long and the “U” section is approximately 1,000 feet long. The overall length of 2,500 feet falls under the jurisdiction and authority of Dispatcher at PSCC.

The overhead catenary and 3rd rail systems extend the full length of the tunnel and should be considered energized at all times. Low level bench walls also run the full length of both sides of the tunnel, just above track level.

The walls of the tunnel are color coded as follows: The south zone is marked in red with a red “S” under each light. The north zone is marked in green with a green “N” under each light.

If a train stops in the tunnel, the Engineer on the head end and the Conductor on the rear end, must immediately determine the mile post marker location of the train and radio this information to PSCC. If there is a source of smoke or fire, the location must also be given in terms of being on the north end or south end of the train.

The tunnel is equipped with a forced air ventilation system.

Telephone Communications:

The Empire Tunnels are equipped with coaxial antennas, providing for radio communications between trains and PSCC. Some cellular phone systems may also work in the tunnels. Currently, Verizon is the only cellular provider that works in the tunnels and Penn Station.

Communications Safety Stations are located on the tunnel walls at intervals not exceeding 400 feet, staggered on each side of the tunnel. They are identified by a blue light and a reflective decal representing a telephone handset. The Communications Safety Stations have the following features:

- Telephone
- Public Address
- Third Rail Disconnect*

Note: The Third Rail Disconnect buttons are currently not in service; the Power Director must be notified when necessary to de-energize the third rail.

(See diagram on page 14 of this Appendix.)

Radio Communication:

Train crews must use the Penn Station/Tunnel Repeater Channel when operating through the tunnels and Penn Station

Note: The Third Rail Disconnect Buttons are Out of Service. The Power Director must be notified when necessary to de-energize the third rail.

Shaft:

The 33rd Street and 11th Avenue Shaft is located approximately 250 feet south of the north end portal and is accessible from both benchwalls.

Fire Extinguishers:

Standard 20 lb. “ABC” type portable fire extinguishers are installed at all Blue Light locations. These fire extinguishers are mounted on hangers and have an orange cover that is marked “Fire Extinguisher”.

A dry standpipe system for use by the Fire Department runs the entire length of both tunnel walls and both “U” section walls.

EMERGENCY NOTIFICATION PROCEDURES (ALL TUNNELS)

Upon receiving a report of an Emergency Terminal Incident, Emergency Operational Incident or Emergency Rescue Incident that has the potential to cause injury to passengers, employees, or occupants of the Penn Station Complex, the East River Tunnels, the North River Tunnel and the Empire Tunnel, Penn Station Central Control (PSCC) will follow their EMERGENCY NOTIFICATION CHECK LIST, and will make the following notifications:

1) New York City Fire Department (For Fire/Smoke Conditions, Release of a Hazardous Material, Emergency Rescue) by direct phone line or 212-999-2222

2) North Hudson Regional Fire-Rescue for incidents in the North River Tunnels (For Fire/Smoke Conditions, Release of a Hazardous Material, Emergency Rescue) at 201-864-8000 or 201-863-6500.

3) Amtrak Police Department – 1-800-331-0008 or 212-630-7113

4) MTA Police Department – 718-361-2201

5) Amtrak Terminal Operations Center – 212-630-6466

6) LIRR Stationmasters Office – 212-643-5093 or 5095

7) Amtrak Power Director - 212-630-7684 or 7685

8) Amtrak Fire & Life Safety Operational Control Center (Fan Control andIMCS & Capital Delivery notifications) 212-630-7056 or Cell Phone Back-up, 347-551-3220

In an emergency, all employees must remain calm and respond in an efficient and professional manner. The following is the basic sequence of events that must be followed in an emergency:

1) Train and engine crews will communicate with each other to determine the nature of the emergency.

2) The Engineer must arrange to notify the Dispatcher at Penn Station Central Control (PSCC) via radio or the emergency phone system in the tunnel. Use the nearest mile post marker sign to report your location.

3) The LIRR Supervisor Train Movement and/or Amtrak Manager of Train Operations at PSCC will arrange to immediately notify:

   (a) Appropriate Fire Department: New York City Fire Department (FDNY) – Use Direct Line or 212-999-2222 North Hudson Regional Fire & Rescue -201-864-8000 or 201-863-6500

   (b) Amtrak Police Department - 212-630-7113

   (c) MTA Police - 212-878-1220

   (d) Amtrak Terminal Operations Center - 212-630-6466 or 212-630-6467

   (e) Amtrak Power Director - 212-630-7685 or 212-630-7684 or 212-630-7680 or 212-630-7681

   (f) LIRR Station Master's Office - Use Direct Line or 212-643-5093

   (g) Trouble Desk - 212-630-7651

4) The Power Director will notify qualified electric traction personnel and direct both, on duty, qualified Class “A” Employees to respond to the Command Post

5) Amtrak Terminal Operations Center (TOC) will notify the following:

   (a) Amtrak Supervisor, Terminal Operations/Trainmaster

   (b) 40 Office, Assistant Chief, NY Division - 212-630-7465 or 7466

   (c) Mechanical Forces – 212-630-7588 or 7639

   (d) Customer Services – 212-630-6548/7075

   (e) Amtrak Train Announcer – 212-630-7629

   (f) NJT Transportation Manager

6) 40 Office will notify the following:

   (a) Text message/E-Mail Notifications

   (b) Notification via the electro-writer system

   (c) NJ Transit Rail Operations Center, 1-800-742-2832, 201-246-2780, 2781 or 2782

   (d) Amtrak PD Fire Safety & Emergency Operations – 646-773-6311

(e) Amtrak Consolidated National Operations Center, 302-683-2105

7) Amtrak's Police Department will notify the following when applicable

(a) New York City Emergency Services – 212-417-1750 (NYC 911)

(b) New York City Fire Department (For Fire/Smoke Conditions, Release of a Hazardous Material, Emergency Rescue) - 212-999-2222.

(c) North Hudson Regional Fire-Rescue for incidents in the North River Tunnels (For Fire/ Smoke Conditions, Release of a Hazardous Material, Emergency Rescue.) at 201-864-8000 or 201-863-6500.

(d) Penn station Central Control (PSCC) – 212-630-6308, 6309 or 6822.

(e) MTA Police Department – 718-361-2201

(f) Senior Manager, Fire Safety & Emergency Response Ops. – 646-773-6311

(g) APD NYP Deputy Chief, Inspector, Captain (via contact information)

(h) Madison Square Garden Security – 212-465-6299

(i) One Penn Plaza Security – 212-239-7405

(j) Two Penn Plaza Security – 212 – 594-3342

(k) U.S. Postal Police – 212-330-3900

(l) New Jersey Transit Police – 973-378-6565

(m) North Bergen Police Department – 201-392-2100 (North River Tunnel Incidents)

(n) Weehawken Police – 201-863-7800 (North River Tunnel Incidents)

8) Amtrak Fire & Life Safety Operational Control Center (OCC):

(a) Moynihan Cushman-Wakefield Moynihan Coordination Center (MCC): 332-236-5092/5093.

(b) Amtrak B&B Employee in Charge (with on duty Machinist and Electrician).

(c) Amtrak Station Manager – 212-630-6401

EMERGENCY RESPONSE PROCEDURES

If a stopped or disabled train in the North River, East River, or Empire Tunnels needs to be rescued, the Tunnel Equipment Rescue Procedures and associated equipment compatibility matrix must be utilized during the initial decision-making process directed by responsible PSCC supervision

PSCC Manager Operations Office:

1) The PSCC Manager Operations office is located on the 2nd floor at 400 West 31st Street, telephone number 212-630-6308. The New York Battalion Chief should report to this location.

2) The New York City Battalion Chief to PSCC is to act as the FD Liaison and to coordinate between the Incident Commander and PSCC.

3) Participation by all departments regarding rescue efforts and/or clean-up operations will be coordinated through the PSCC Manager Operations office.

Incident Command Post:

1) An Amtrak Supervisor (e.g., Trainmaster or Road Foreman) will report to the primary Incident Command Post at the former Taxi Stand, located off 31st Street between 7th and 8th Avenues, and act as a liaison between the railroad and the FDNY Officer in Command (OIC) to provide any required information or assistance needed during the rescue effort. (In the event that the primary Incident Command Post is inaccessible, the Incident Commander will determine the new Command Post Location.)

EMERGENCY OPERATION OF STATION AND TUNNEL FANS:

Upon direction of the Incident Commander (IC), PSCC will notify the Fire & Life Safety Operational Control Center (OCC). The OCC will operate the fans as per the request of the IC.

Fire or Smoke Condition on Moving Train:

1) If a fire or smoke condition develops on a moving train, the train crew must promptly and accurately assess the nature and extent of the problem, then notify the Engineer.

2) **Note**: If radio communication with the Engineer is not possible, the Conductor will notify the Engineer by sounding one short, one long, and one short (o — o) on the communicating signal appliance, if equipped.

3) The Engineer must establish and maintain radio communications with PSCC. The Engineer must provide PSCC with the train number, track/tunnel designation, and nature of the fire or smoke condition.

4) The train will be routed by the Dispatcher without delay. EVERY ATTEMPT MUST BE MADE TO KEEP THE TRAIN MOVING UNTIL IT HAS CLEARED THE TUNNEL.

5) **Note**: See Special Instruction F-A1 for information regarding movement of High-Speed Trainsets & HHP-8 locomotives on which a Fire Suppression System alarm has occurred.

6) The Conductor must maintain order, taking the appropriate steps to ensure passenger safety, comfort, and information.

7) Passengers in a car in which a fire develops must be directed to an adjacent car away from the fire as quickly as possible.

8) Any open doors must be closed as quickly as possible, and air ventilation systems shut down to prevent drawing smoke into the cars. (See instructions on page 8.)

9) When possible, the crew should attempt to extinguish the fire with the fire extinguishers on board

10) If conditions require the train to be evacuated, follow the instructions of PSCC as to the method of evacuation to be used. Take appropriate action to ready the train and passengers. Upon arrival at the designated evacuation site, passengers are to be instructed to move in an orderly and swift manner. If the condition warrants, passengers must be instructed to leave all luggage behind.

    Note: Conductor and crew must maintain calm by keeping passengers well informed as developments occur.

Fire or Smoke Condition on Disabled Train:

1) If a fire or smoke condition develops on a disabled train, the train crew must promptly and accurately assess the nature and extent of the problem, then notify the Engineer.

2) The Engineer must establish and maintain radio communications with PSCC. The Engineer must provide PSCC with the train number, track/tunnel designation, location, and nature of the fire or smoke condition.

3) The Conductor must maintain order, taking the appropriate steps to ensure passenger safety, comfort, and information.

4) Passengers in a car in which a fire develops must be directed to an adjacent car away from the fire as quickly as possible.

5) Any open doors must be closed as quickly as possible, and air ventilation systems shut down to prevent drawing smoke into the cars. Train ventilation system must be shut down as follows:

- L.I.R.R.—Warm-up switches keyed out (off).
- **Jersey Arrow MU**—Shut off ventilation blowers in each pair by placing AC to “OFF” position. This breaker is located above the Engineer's seat.
- **Amfleet**—Shut off all ventilation blowers by placing temperature control switch in “OFF” position in the electrical locker in each car.
- **High Speed Trainset**—Train crew must shut down HVAC blowers in each car by placing emergency blower fan switch in “CUT-OUT” position. This switch is located behind a small access panel near the emergency brake valve handle. Engineer will then turn fresh air damper switch on Engineer's overhead switch panel to “CLOSE” position (turn spring loaded switch to the right, it will then return to center). Dampers on the entire train will then remain closed for one hour. After one-hour, automatic damper control will resume, and dampers may reopen automatically. Conductor or Assistant Conductor may manually close dampers one car at a time, by turning the temperature control in each car's electric locker to the “Layover” position. This will permanently close the fresh air dampers and turn the cooling and overhead heating systems off.

6) If fire or smoke conditions exist on a locomotive, the third rail and trolley wire must be de-energized, and pantograph lowered.

Note: See Special Instruction F-A1 for information regarding the operation of the Fire Suppression System that is installed on High-Speed Trainsets & HHP-8 locomotives.

7) When possible, the crew should attempt to extinguish the fire with the fire extinguishers on board.

8) If the fire cannot be controlled with on-board extinguishers, and a life-threatening situation exists, crews will use dry chemical fire extinguishers, mounted on the benchwalls at 100-foot intervals on the benchwall.

9) As directed by PSCC, the Engineer will be given instructions regarding the method of rescue (rescue train, MU push-out, pull-out, or locomotive tow). If conditions

change, the Dispatcher must be notified immediately. Note: Refer to laminated cards.

10) If radio communication cannot be maintained, the Conductor must use the tunnel telephone system to contact the Dispatcher.

Note: If the telephone system is inoperative, and no other means of communication is available, the Conductor is responsible for making decisions. His first priority must be to ensure the safety of the passengers. Calm must be maintained by providing passengers with **frequent** updates by the train crew regarding the fire conditions. **Every effort should be made to keep the passengers on the train until rescue personnel arrive. Only in life threatening conditions should an evacuation be attempted.**

11) Upon receipt of instructions as to the rescue method to be utilized, the crew must take appropriate action to ready the train and passengers for such a method.

Removal of Power:

If a tunnel emergency requires removal of third rail or catenary power, the following procedure must be used:

1) Notify the New York Power Director 212-630-7684 / 7685.

2) Identity yourself, give the location and nature of the emergency.

3) The Power Director will remove power to the area and will direct E.T. personnel to the scene of the emergency.

Note: Removal of power by the Power Director in no way implies that catenary wires or third rail is “de-energized” or “safe”. Personnel should follow the procedures outlined in AMT-2.

Methods of Rescue:

Evacuation of the train is to be utilized as a last resort. Until an evacuation is ordered, passengers should be instructed to maintain calm and stay on the equipment. Careful consideration must be given when attempting the following rescue efforts so as not to endanger the health and wellbeing of the rescue train and engine crew.

If a stopped or disabled train in the North River, East River, or Empire Tunnels needs to be rescued, the New York Tunnel Equipment Rescue Procedures and associated equipment compatibility matrix must be utilized during the initial decision-making process directed by responsible PSCC supervision. Train crews will follow the direction of the PSCC Dispatch personnel for all stopped or disable trains, the below information is being provided to increase situational awareness of crews.

Locations of Emergency Train Rescue Equipment Lockers:

Emergency Train Rescue Equipment Lockers are installed at strategic locations within New York, Penn Station and at the West Portal area prior to the North River Tunnels. The following is a list of locations where lockers are currently installed, and the equipment contained in each locker installed.

The boxes are located at:

- PLATFORM 11: East End Track 21-20
- PLATFORM 9: Mid-Platform Track 17
- PLATFORM 6: West End Track 11-12
- PLATFORM 3: Mid-Platform Track 5-6 (located in closet under escalator)
- Mile Post 3 Bergen, New Jersey
- Sunny Side Yard in front of Q Tower

Item #	Material	Quantity
1	Brake Pipe Wrench Brake Pipe Wrench 1 3/8"	1
2	Brake Pipe Wrench Brake Pipe Wrench 1 7/8"	1
3	Brake Pipe Wrench 1 9/16"	1
4	Brake Pipe Hoses 25 1/2"	1
5	Brake Pipe Hoses Main Res. Hose 28 1/2"	1
6	Main Res. Hose 39"	1
7	Main Res. Hose 29”	1
8	Run Around Hose	1
9	Dutchman BP (F-Heads)	2
10	Dutchman MR (L-Heads)	2

Item #	Material	Quantity
11	Hose Gaskets 10	10
12	1/2" Ratchet 1	1
13	3/4" Socket 1/2" Drive	1
14	3/4" Combination Wrench	1
15	Ball Peen Hammer	1
16	3rd Rail Voltage Tester	1
17	3rd Rail Mat	1
18	7" Diagonal Cutter	1
19	Red Flag	1
20	Blue Flag Bag	1
21	Signal Air Horn	1
22	Air Horn Canister Refill	1
23	Red Micro Case, EXTERIOR DIMENSIONS 7.5 IN. X 5.06	1
24	Fuses	6
25	Orange Storm Whistle	1
26	Safety Glasses (Yellow)	1
27	Safety Glasses (Clear)	1
28	Gloves 1 Bag (Large)	1
29	Safety Vest (Large)	2
30	27 Point Jumper	1
31	Rescue Jumper 36 Pin - 27 Pin	1
32	Compromise Coupler M7	1
33	Compromise Coupler M7 I M3	1
34	Compromise Coupler Ml/ M3	1
35	Scrubs in Bucket Pre-Moistened Towels	1
36	Pass Safety Breakaway Holder	1
37	Duct Tape 11/2" X180 ft. (1 Roll)	1
38	FLASHLIGHT, 4AA PROPOLYMER LED	1
39	Klein Canvas Tool Bag 14" Long	1
40	LUBRICANT - CRC INDUSTRIES 3-36 AEROSOL 11OZ	1
41	GREASELESS LUBRICANT, LPS 1,11OZ AEROSOL	1

Item #	Material	Quantity
42	MU Tee Wrench	1
43	Black Cable Tie, WEATHER RESISTANT, UV RESISTANT, NYLON 1 Bag)	50

When conditions allow, the following rescue methods may be considered.

1) **Train to Train Rescue**

This method provides for a rescue train to pull ahead or behind the disabled train in the same tunnel. The train crew will be responsible to orderly evacuate the passengers from the disabled train, to the adjoining benchwalls or through the end of the train and on to the rescue equipment. The train crew should instruct passengers to be careful and to proceed as quickly as possible.

The crew on the rescue train must be instructed not to proceed into a smoke engulfed area.

If the Engineer must evacuate his or her train, the equipment must be left in condition to be towed. On Amtrak and NJT equipment, a full brake application must be made. The control valve must be closed, and an appropriate number of hand brakes applied.

2) **MU Push-Out or Pull-Out Rescue**

This method is not recommended to rescue Amfleet equipment because the truck brakes cannot be cut out in the tunnel, due to benchwalls.

This method is only to be utilized after it has been determined that the train line on the disabled train is in condition to allow the train to be moved. A rescue MU train is to couple to the disabled train in the tunnel and push or pull the disabled train to the nearest tunnel portal.

While NJT Arrow and LIRR M3 MU cars have the same type of couplers, air and electrical systems are not compatible. (LIRR M7 MU car couplers are in no way compatible with LIRR M3 or NJT Jersey Arrow MU car couplers.) Air trainline cocks must be closed and electrical heads retracted before attempting to couple NJT and LIRR M3 MU equipment.

3) **Locomotive Tow Rescue - Trains Other Than High Speed Trainsets**

This method is not recommended to rescue Amfleet equipment because the truck brakes cannot be cut out in the tunnel, due to benchwalls.

Utilizing a diesel locomotive or AC electric locomotive to tow the disabled train to the nearest tunnel portal, the following must be strictly adhered to when this method is used:

(a) Speed Restricted to 15 MPH

(b) If brakes cannot be released by brake pipe pressure, cut out the truck brakes.

Note: When truck brakes are cut out, hand brakes must be applied to prevent rolling.

(c) Release hand brakes, move train to the nearest tunnel portal without delay. When possible, train crew members should be stationed at handbrakes prepared to apply them if necessary

Compromise (Adapter) couplers for use in towing LIRR and NJT MU equipment are located in aluminum diamond plate boxes locked with Pennsylvania RR style switch lock key. These boxes are located at the east end of the following station platforms:

Platform	Tracks	Platform	Tracks	Platform	Tracks
11	20 & 21	9	17	7	13 & 14
10	18 & 19	8	15 & 16	...	...

Compromise couplers are also found in boxes at the east portals of the East River Tunnels between Lines 1 and 3 and between Lines 2 and 4, and at the east portal of the North River Tunnel between No. 2 and No. 3 tracks.

Since compromise couplers vary with equipment type, employees involved in rescue operations must make certain that the proper compromise coupler is obtained.

4) **Locomotive Tow Rescue - High Speed Trainsets**

Should it become necessary to tow a High-Speed Trainset (HST), the instructions contained in Timetable Special Instruction 137-A1 must be followed.

5) **Passenger Evacuation Rescue**

This is the last resort for rescuing passengers.

When it is necessary to evacuate passengers, several considerations must be taken based on the train's location to tunnel shafts, cross passageways, and portals.

(a) **Tunnel Portals**: Evacuation of passengers utilizing the benchwalls to the nearest tunnel portals when possible, should be utilized.

(b) **Cross Passageways**: When the train is in an area in which cross passageways are available, passengers should be instructed to proceed along the benchwalls and into the adjoining tunnel. Note: Ideally a rescue train should be instructed to proceed to the cross passageway of the adjoining tunnel, and passengers should board the train at that point.

(c) **Tunnel Shafts**: Tunnel exit shafts should not be utilized as a prime means of evacuation, for the following reasons:

1) Smoke and fumes rise, which could create a significant hazard to passengers utilizing shafts in the immediate area.

2) The shafts in the East River Tunnels are single width, spiral staircases.

3) Use of shafts requires climbing of stairs, which could be difficult or impossible for some elderly or handicapped passengers

4) Shafts may be utilized by Rescue and Fire Department personnel, thereby rendering the shaft impassable

DIAGRAM OF NORTH RIVER TUNNELS

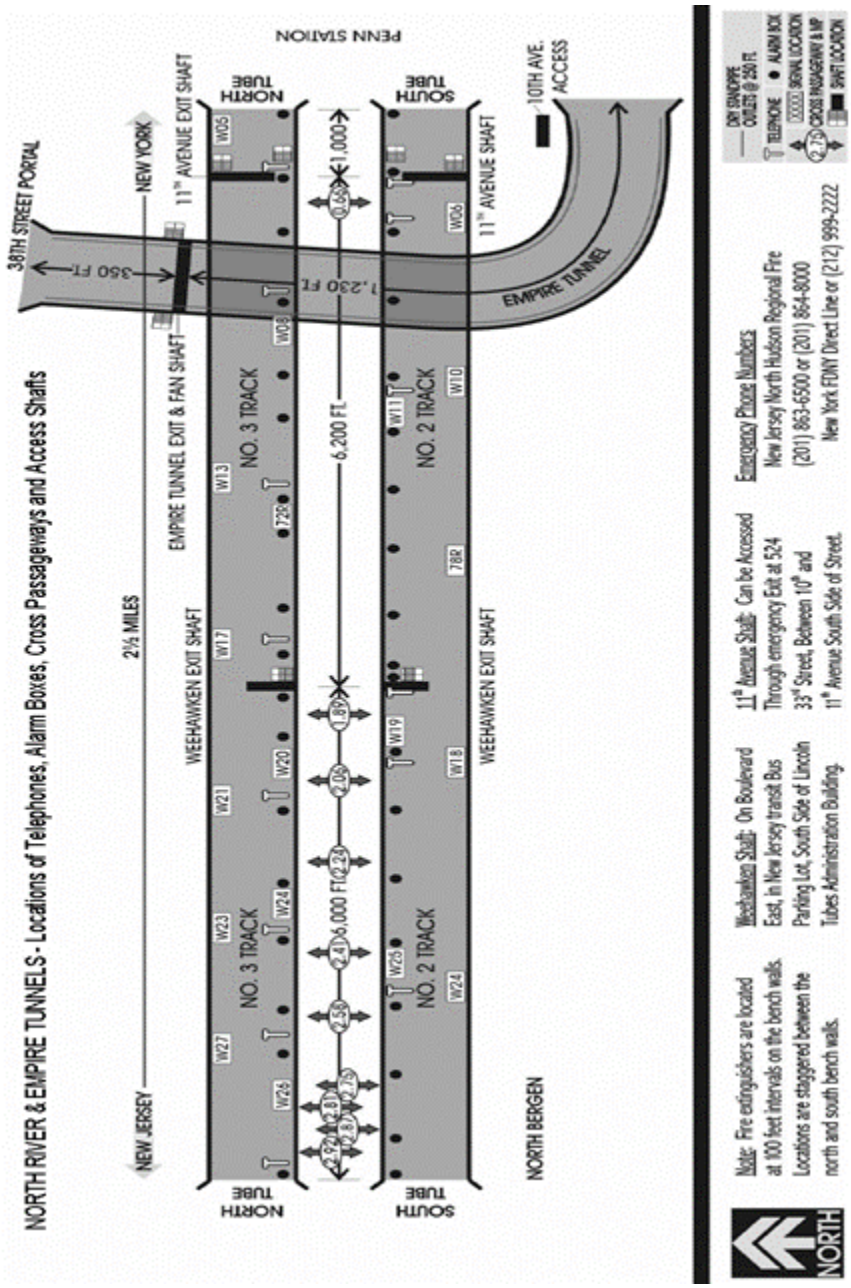


DIAGRAM OF EAST RIVER TUNNEL

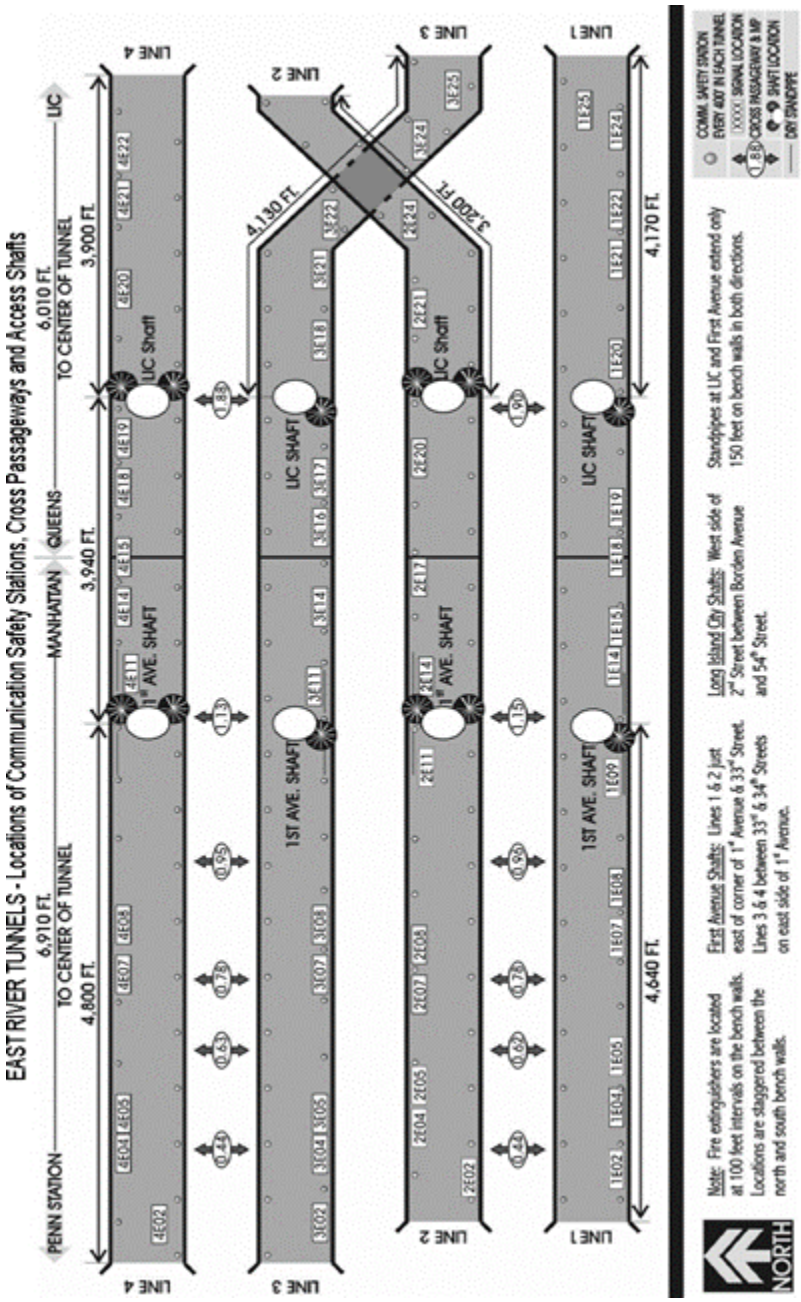
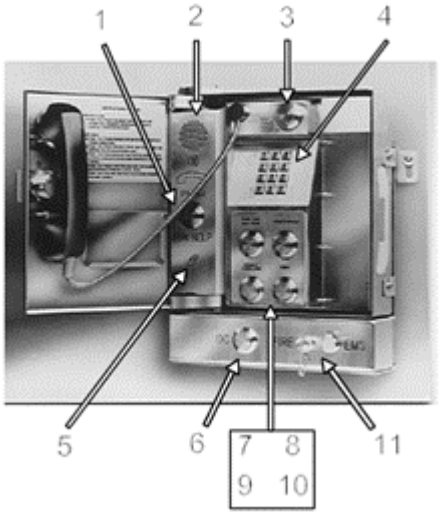


DIAGRAM OF COMMUNICATIONS SAFETY STATION



Communications Safety Station Components:	
1. Push for help button	2. Speaker
3. Push to change handset volume	4. Keypad
5. Microphone	6. DC
7. Push for dial tone	8. Maintenance
9. Power Director	10. Page
11. Fire & EMS (for emergency personnel use only)	

END OF SECTION